CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

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To: Land Use Committee

Subject: Final Report on Rezoning Application No. 11857 to permit the construction and use of an urban stadium and multi-purpose facility and non-residential and residential buildings in Precinct "A" (The Stadium Precinct) in the Railway Lands.

Origin: Commissioner of Planning and Development (c711uc86012:81)

TABLE OF CONTENTS

Section 1 Background and Purpose of the Report

Section 2 Description of the Application

Section 3 Description of the Proposed Development of the Precinct

Section 4 Circulation of the Application

Section 5 Description of the Proposed Draft Bylaw

Section 6 Summary and Conclusion

Section 7 Recommendations

Appendix 1 Sections of the Railway Lands Part II Plan Setting Out Development Strategy for Precinct "A"

Appendix 2 Design Criteria for the Stadium Precinct Adopted by City Council October 22, 1985

Appendix 3 Responses Received to Date to CN's Precinct "A" Rezoning Application

Appendix 4 Proposed Bylaw for Precinct "A"

Comments:

1. BACKGROUND AND PURPOSE OF THIS REPORT

1.1 Background:

At its meeting of August 16 and 17, 1985, City Council, by enactment of By-law No. 610-85, adopted a Part II Official Plan for the Railway Lands. At the same meeting, Council also enacted By-law No. 611-85, which exempts the Railway Lands from the City's general zoning by-law, and By-law No. 612-85, a free-standing Zoning By-law for the Railway Lands. These by-laws were reaffirmed by Council at its meeting of October 7 and 8, 1985.

At its meeting of August 16 and 17, Council also adopted a Memorandum of Conditions for the Railway Lands. The purpose of the Memorandum of Conditions is to establish general principles and conditions respecting the responsibilities of the City and the landowners for the provision of infrastructure, the sharing of infrastructure costs, land exchanges and conveyances, and other matters governing the development of the Railway Lands which cannot be adequately dealt with in the Part II Plan and Zoning By-law.

The Memorandum of Conditions, which is appended to the Part II Plan, is not itself a legal document and is not executed. Instead, the principles and conditions it contains are to govern the terms of the legally binding precinct agreements which will govern the development of individual precincts, or sub-area, within the Railway Lands.

The portion of the Railway Lands designated Precinct "A" by the Part II Plan is one of 12 sub-areas or precincts defined in the Part II Plan as suitable for independent development. It is located south of the northern edge of the rail corridor, east of the north-south street to be constructed east of Spadina Avenue and generally west of a southerly projection of Simcoe Street. It includes Spadina Sub-centre Special Mixed Use Area A, a land use district identified as an appropriate location for an urban stadium and multi-purpose facility, as well as a mix of other non-residential uses, some of which are to be located in the stadium building. Precinct "A" also includes Spadina Sub-centre Special Mixed Use Area B, to contain a new Metro Toronto Pumping Station and a mix of other non-residential uses; Spadina Sub-centre Special Mixed Use Area C, to contain a mix of non-residential uses; and Spadina Sub-centre High Density Mixed Commercial-Residential Area A, to contain a mix of non-residential and residential uses.

The location of these Part II Plan land use designation areas are shown on Map 2 of this report. The precinct was defined to include these land use districts, which permit a substantial amount of development in addition to the proposed stadium, so that the new stadium would be designed and developed in an urban context of streets, buildings and open spaces.

Precinct "A" is given an interim "T" zoning, permitting only limited railway and public utility uses, in By-law No. 612-85. Sections 11.12 - 11.14 of the Part II Plan set out requirements which must be met before Council enacts a by-law to replace the interim "T" zoning with zoning designations consistent with the provisions of the Part II Plan. A copy of these sections is included in Appendix 1 of this report.

On July 3, 1985 , CN Real Estate submitted a rezoning application for Precinct "A", but did not include any of the submissions required by Section 11.12 of the Part II Plan. On September 16, 1985, CN supplemented its application by the submission of documents entitiled Railway Lands Precinct "A" Supporting Documentation and Railway Lands Precinct "A" Environmental Report. These documents were circulated in accordance with Section 11.14 of the Part II Plan, and the comments received to date are included in Appendix 3 to this report.

On October 22, 1985, City Council adopted, as amended, my Status Report on the Precinct "A" application, including a set of Urban Design Criteria to be used as a framework for preparing a draft by-law and the agreements required by Section 11.12 of the Part II Plan, and for assessing Development Review applications for Precinct "A" developments. These criteria are included in Appendix 2 to this report.

The October 4th Status Report recommended that I prepare a Final Report on the rezoning application, including a draft by-law, taking into account the comments and recommended requirements received as the result of the circulation of the application. The draft by-law is contained in Appendix 4 of this report.

At the time of the October 4th Status Report, CN had not yet completed its application by the submission of the forms of Precinct and Environmental Agreements required by Section 11.12 of the Part II Plan. (The purpose of these agreements, which are to be entered into by CN and the City, is to put into legally binding form the terms and conditions governing the development of the precinct, based on the principles set out in the Memorandum of Conditions.) Although the Status Report recommended that a Final Report be submitted, it stated that I would not submit the Final Report until these agreements had been received. Subsequently, CN has completed its application by the formal submission of drafts of these agreements following review and discussion of earlier informally submitted drafts by this and other relevant City departments and other officials.

The agreements, particularly the Precinct Agreement, are important components of the development strategy for the precinct. The Precinct Agreement, for example, deals with such essential issues as the responsibilities of the City and the developers with respect to the provision of infrastructure, the timing of infrastructure development, the sharing of infrastructure costs, and the conditions and timing for the provision to the City of land for parks and housing. The Environmental Agreement establishes standards for environmental conditions such as noise and vibration, air quality and procedures to ensure that development proceeds in an environmentally sound manner, and that the development itself complies with the appropriate environmental standards. It is because these agreements are so important to the development process and the protection of the public interest that Section 11.12 of the Part II Plan requires that the agreements must be executed by the applicant before a Precinct "A" by-law is enacted.

This report has been published in advance of the reports on the agreements in order to comply with the Planning Act requirement that 30 days notice be given for a public meeting to consider a proposed draft by-law. However, these reports are to be before the same Land Use Committee meeting that considers the proposed Precinct "A" by-law and, in accordance with the Part II Plan, the agreements should be in final form, executed by the applicant and before Council before it enacts the by-law.

Although the Precinct Agreement is to be dealt with in detail in a separate report, copies of the draft schedules submitted by CN as schedules to that agreement are attached to this report and are referred to in the discussion of the application and the proposed development of the Precinct. This will permit a fuller understanding of how the Precinct is to be developed, and specifically of how the stadium is to function, then could be achieved by strictly limiting this report to a discussion of the proposed zoning by-law. The draft schedules are being circulated with copies of the Agreements to the relevant officials. Previous drafts of these schedules have been reviewed by the relevant City departments, and are generally satisfactory, although some matters remain to be resolved. I will be including the final versions of the schedules in my report on the Precinct Agreement.

1.2 Purpose of this Report

The primary purposes of this report are to:

(a) describe the application;

(b) describe the proposed development of the Precinct with reference to the plans submitted as schedules to the Precinct Agreement;

(c) describe the comments received to date on the application; and

(d) describe and recommend a draft by-law to amend the Railway Lands Zoning By-law in accordance with the provisions of the Part II Plan.

The recommended by-law includes certain other amendments to the Railway Lands Zoning By-law of a relatively minor and technical nature. The report also describes certain changes in the boundary of the Precinct as defined in the Part II Plan in order to include park space to the east, and recommends that the relevant Part II Plan be modified to give effect to these changes.

The report also recommends certain requirements to be incorporated with plans for the stadium submitted for Development Review pursuant to Section 40 of the Planning Act in response to my concerns about the design of the proposed stadium, and makes certain recommendations flowing from comments received as the result of the circulation of the application which are not by-law matters.

In general, the application as submitted and revised is consistent with the provisions of the Part II Plan and the Memorandum of Conditions. Written comments on the application have not yet been received from Metro, however, and I will be addressing their concerns, which relate primarily to transportation matters, in my report on the Precinct Agreement. In terms of the comments received to date and included in this report, there are no areas of serious concern.

2. DESCRIPTION OF THE APPLICATION

2.1 Precinct "A"

The components of CN's application submitted last September, the Precinct "A" Supporting Documentation and the Precinct "A" Environmental Report, defined the precinct generally in accordance with the Precinct Map included in the Part II Plan, that is, bounded on the north by the northern limit of the rail corridor, on the south by Lake Shore Boulevard, on the west by the north-south street to be constructed east of Spadina Avenue and on the east by a southerly projection of John Street. The variations from these boundaries in the two documents were not major and were considered consistent with Section 11.15 of the Part II Plan, which permits minor adjustments to precinct boundaries without amendment to the Plan.

However, following extensive discussion concerning provisions in the Memorandum of Conditions and the Precinct Agreement, the boundaries of Precinct "A" have been further revised to include lands east of John Street which are to be conveyed to the City for parks purposes. The revised boundaries are shown on Map 1 of this report, and are reflected in the schedules to the Precinct Agreement submitted by CN and attached to this report.

In particular, the Precinct Agreement will provide for the area known as Tower Park East and West to be provided to the City at the time of the coming into force of the Precinct "A" by-law. The John Street Corridor, a linear park space immediately east of the stadium, is to be provided to the City upon the completion of the stadium. These parks areas are shown on draft schedule 15.

As noted, Section 11.5 of the Part II Plan permits minor adjustments to precinct boundaries without amendment to the Plan. However, the change in the eastern boundary of Precinct "A", although it facilitates the realization of important Part II park land objectives, is not really minor, and consequently this report recommends that the City's Special Counsel for the Railway Lands be authorized to request the Ontario Municipal Board to modify the Part II Precinct Map in order to give effect to this revision.

In addition to the park spaces described above, the Precinct, as shown on Map 2 of this report, is comprised of the Spadina Sub-centre Special Mixed Use Area A, which is to contain the proposed urban stadium and multi-purpose facility and other non-residential uses; Spadina Sub-centre Special Mixed Use Areas B and C, which are to contain a mix of non-residential uses, and, in Area B, a pumping station; and Spadina Sub-centre High Density Mixed Commercial-Residential Area A, whch is to contain a mix of residential and non-residential uses. (These land use designations and the maximum densities they permit are set out in Section 10 of the Part II Plan.)

2.2 The Application

The application divides the Precinct into five building parcels. Three of these are south of The Esplande West, and the other two are north of The Esplanade West (Spadina Sub-centre Special Mixed Use Area A, which has been divided into two separate parcels, one of which comprises the stadium site and the other a major commercial development site).

The densities permitted by the Part II Plan and requested in the rezoning application are set out below. The resulting development potential has been obtained by multiplying the areas of the land use districts, as defined on revised reference plans submitted by CN, exclusive of primary streets, by the density figures.

Designation	Area	Maximum Density	Maximum Non-residential Gross Floor Area	Dwelling Units
Spadina Sub-centre Special Mixed Use Area A	54 660 m2 (588,375 sq.ft.)	1.35 x (non-residential only), exclusive of stadium and directly accessible uses	73 791 m2 (794,305 sq.ft.)	—
Spadina Sub-centre Special Mixed Use Area B	8 055 m2 (86,706 sq.ft.)	2.5 x (non-residential only),	20 1371 m2 (216,765 sq.ft.)	—
Spadina Sub-centre Special Mixed Use Area C	6 713 m2 (72,260 sq.ft.)	5.5 x (non-residential only),	36,921 m2 (397,430 sq.ft.)	—
Spadina Sub-centre Special Mixed Use Area A	12 701 m2 (136,717 sq.ft.)	CRL3.5U200 (5.5)	44 454 m2 (478,510 sq.ft.)	254
			175,303 m2 (1,887,010 sq.ft.)	254

The application also proposed provisions to be included in the by-law respecting other matters, including maximum and minimum heights, set-backs, build-to lines, and parking and loading standards. These issues have been the subject of considerable discussion with the applicant, and rather than indicating here exactly what was originally requested, I have included in Section 5 of this report a discussion of the provisions to be included in the proposed Precinct "A" by-law, without defining exactly how these provisions differ from the specific zoning provisions requested. As noted elsewhere, I am dealing in detail with the Precinct Agreement, Environmental Report and Environmental Agreement in separate reports. Consequently, I have not included in this report descriptions of these components of the application. However, certain issues related to the Precinct Agreement are discussed briefly in the description of the comments received and the description of the precinct as proposed to be developed included in Section 3 of this report refers to matters dealt with in the Precinct Agreement. Reference is also made, in both cases, to the schedules submitted with the Precinct application and attached to this report.

3. DESCRIPTION OF THE PROPOSED DEVELOPMENT OF THE PRECINCT

As noted previously the development of Precinct "A" is to be governed by an amendment to the Railway Lands Zoning By-law which implements the provisions of the Part II Plan and by the Precinct and Environmental Agreements required by the Plan. Although this report deals primarily with a zoning by-law the following description of the development the Precinct, which draws on the provisions of the agreements as well as the proposed zoning bylaw, is intended to put the proposed bylaw in a more comprehensive context.

Particuar emphasis is given in this description to the new stadium and to the changes to the selected design which are being sought by Planning staff. As noted in Section 5 of this report, the proposed zoning by-law is relatively general in its treatment of the stadium in order to allow sufficient flexibility for the continuation of discussions on design and for the introduction of design changes and refinements which will be shown in the plans for the stadium submitted for Development Review pursuant to Section 40 of the Planning Act. In order to ensure that the final stadium design is consistent with City objectives and that features which are sometimes secured through a zoning bylaw, such as arcades, canopies, pedestrian routes, will be secured through Development Review, this report recommends that Council endorse certain Design Criteria for the stadium. These are discussed in Section 3.2 below and would supplement the Design Criteria endorsed by City Council at its meeting of October 22, 1985. (The October 22nd Criteria are included in Appendix 2 of this report).

3.1 The Proposed Stadium

The major impact resulting from the development of Precint A will be the construction of a new covered stadium and multi-purpose facility. This facility will be located on approximately 4.6 hectares of land west of the CN Tower including a major portion of the property owned by Metropolitan Toronto currently used for the John Street Pumping Station. To permit the development of the stadium to proceed, the existing Pumping Station will be reconstructed on a site south of its present location, immediately west of John Street. The new Pumping Station will be a below grade facility constructed beneath the High Line freight bypass embankment. It will occupy approximately .8 hectares of land and its design is subject to the provisions of Section 40 of the Planning Act.

The Urban Design Criteria for the Stadium Precinct approved by Council on October 22, 1985 have served a number of useful purposes in terms of the stadium design. First they have defined a context for the entire Stadium Precinct by establishing important urban design principles including general massing, build to lines, setbacks, requirements for arcades, termination of important vistas and other similar matters. In addition, and of equal importance, the guidelines were embodied in the terms of reference for the stadium design competition.

The Design Criteria adopted by Council for the Stadium Precinct built upon the requirements set out in Section 10 of the Part II Plan. The essential aspects of these criteria are summarized below.

1. To be successful the stadium and multi-purpose facility must be urban in form and be designed to fit appropriately with its surroundings. The stadium should not be conceived of as a stand alone object in a sea of parking lots.

2. The stadium should be fully integrated into the Precinct by the provision of streets and pedestrian connections to the surrounding city.

3. The stadium should be designed as a building for people, and as a piece of architecture, not simply an engineered structure. The proponents were encouraged to follow the tradition of other great urban buildings which accommodate large volumes of people by developing an architectural form which is hierarchical in nature and which would coherently integrate the massive structural requirements of the stadium with the need to create a truly urban building, appropriately proportioned and responsive to its context.

To achieve these basic objectives the Urban Design Criteria specified that the form of the stadium itself should be encased in a perimeter building which would provide space for the necessary ancilliary facilities to the stadium itself, and which, through its proportions, scale and uses would function as a building within the precinct.

In December 1985, the Stadium Corporation announced that the design submitted by the Robbie Adjeleian Norr Consortium had been selected. The Robbie stadium is actually something of a hybrid when compared to the other three stadium designs. The Webb Zerafa Menkes Housden Stadium was a true circular dome, as was the Crang and Boake proposal. The Bregman and Hamann proposal on the other hand had a different roof system which operates on the basis of roof sections nesting one under the other, by sliding northerly on a set of parallel tracks. The roof of the Robbie Stadium integrates elements of both of these two design approaches.

The Robbie scheme will leave 90% of the seats and playing field open to the sky. Its roof consists of two large rectangular panels, a fixed quarter dome at the north end of the structure which will be the setting for a large concert stage, and a rotating quarter dome which will roll around the top of the stadium and nest with the other panels using a telescopic action.

The rotating quarter dome can be adjusted as a device to deflect wind and sound or to screen out undesirable sun angles. Wind studies have demonstrated that the quarter dome can be adjusted to create a highly desirable "dead air" condition within the stadium. Subject to ongoing design modifications the stadium will seat 58,000 people for football and 56,000 people for baseball.

Extensive public concourses surround the stadium and provide access to the building at two main levels. One concourse occurs at the grade at which the Peter Street bridge and John Street pedestrian bridge meet the stadium (about 292 ft.). At the level of The Esplanade West there is a large and very spectacular public concourse. From here, and in fact from all the entrances on The Esplanade West, one has a panoramic view of the playing field and the interior of the stadium.

Public access to the stadium will occur at many points around the perimeter of the building. We have examined the exiting pattern from the stadium and have determined that approximately 12% of users will exit at the northeast corner at the John Street bridge; 16% will exit towards Peter Street at the northwest corner; 36% will exit into the CN plaza on the west side of the stadium; 9% will exit directly onto The Esplanade West and 26% will exit into Tower Park West on the east side of the stadium. This pattern of exiting is considered desirable in that it focuses approximately 70% of patrons onto The Esplanade West where they can readily disperse in all directions.

The Environmental Agreement for the stadium precinct will require that, prior to the City considering an application under Section 40 of the Planning Act for the stadium, a detailed wind study be conducted for the entire precinct. I will be discussing this study in my report on the Environmental Agreement; however I would like to point out that it should ensure that reasonable wind and snow conditions are created around the stadium building proper and within the entire precinct.

In terms of the use of the stadium, the Stadium Corporation estimates that during the first year of full operation (1989), the stadium will be put to the following uses:

Event	No. Per Year	Ave. Expected Attendance
1. Baseball	81	34,000
2. Football	9	45,000
3. Other Sports Events	10	20,000
4. Concerts	10	20,000
5. Other Performances (religious, political, etc.)	10	20,000
6. Exhibition Days		
6.A Trade Shows	30	-
6.B Consumer Shows	60	-

No estimates of expected average attendance at trade and consumer shows were provided by the Stadium Corporation. Generally, attendance at consumer shows will be greater than at trade shows, since the latter are not usually open to the general public. The estimates of the annual number of non-sporting events provided above should be regarded as tentative at this time, representing more the expectations of the Stadium Corporation than any formal arrangements which have been reached. However, the numbers given above are similar to those assumed in the discussion of the transportation impacts of the stadium included in my July 30, 1985 Report on the Motions of Council at its Meeting of July 17 and 21, and no revisions to the conclusions of that Study have been found necessary in the light of this new information.

3.2 Review of Design of the Selected Stadium

Following the announcement that the Robbie scheme had been selected a meeting was convened to review the design and to express City objectives and concerns about the proposal. Given that an actual scheme had been chosen it was possible to begin to discuss City objectives in terms of maximizing the architectural potential of the winning solution as opposed to the more generalized goals and objectives stated in the Design Criteria approved by Council. During this meeting we raised a number of concerns with the Ontario Stadium Corporation about the proposed design. These fall generally into five categories.

i) **Reducing the Size of the Stadium**

We expressed the opinion that it is desirable to reduce the height and overall bulk of the stadium to the extent feasible. The Robbie scheme was physically the largest of the four proposals and as such has the greatest impact on the site. We also recommended that the extensions into the plaza on either side of the building be cut back and the cantilever over the railway corridor be eliminated or minimized.

ii) **East and West Elevations**

We recommended that revisions be made to the 12 storey sidewalls on the east and west sides of the stadium, and suggested that the designers consider modifying these walls to make them have characteristics of normal urban buildings within the engineered structure. In particular, we suggested that a suitable architectural expression be employed to distinguish between the very large scale structure required to support the roof, and the finer grained infill of the structural grid of the east and west walls. In this way the east and west elevations can be made more compatible with the facades of other buildings in the Precinct.

iii) **Gateways at John Street and Peter Street**

We expressed the view that the north end of the building and particularly the corners adjacent to Peter Street and the John Street pedestrian bridge should welcome visitors and act as gateways to the Waterfront and Railway Lands.

iv) **Uses at Grade Level and Public Access to the Stadium**

We encouraged the Stadium Corporation to give further thought to techniques for maximizing the public use and interest of the edges of the stadium building. We reiterated our concerns that a weather protected pedestrian cover be provided around all or most of the stadium. We also stressed that it would be highly desirable to incorporate public uses, such as exhibition space, into the complex, and to ensure that it would be publicly accessible. We also indicated that we would like the architects to examine ways to minimize the impact of the CN Tower transformer station and vents in the plaza to the east of the stadium. A review of the proposal with an eye toward maximizing the amount of at grade park space between the CN Tower and the stadium was also suggested.

v) Process

We requested that a process be set up so that staff would be in a position to jointly review proposals to modify the design of the stadium as they evolve. This was agreed to.

On December 30th the parties met again to review progress. With respect to issue i) above, the architect proposed a reduction in the overall height of the stadium of approximately 20 feet. It was also stated at that time that the cantilever could not be eliminated, and that it might be necessary to retain the extensions into the plaza. These latter points were to be examined further.

With respect to issue ii) above, it was proposed to remove the precast cladding and expose the main structural columns and the principal cornice beam on the north/south sidewalls. It was further proposed to infill with "curtain wall" the openings between the major columns. No drawings of the elevations were available as yet, and there were no specific proposals to put more uses into the buildings created by the north/south walls, or with respect to issues iii) and iv) above.

It was agreed at the conclusion of the December 30th meeting to meet again on January 6th. A number of specific matters were identified for further review at that time.

i) Elevations of the stadium, with particular attention to the approach to the north-south walls, "gateways" at John and Peter Streets and the treatment on The Esplanade West frontage, and ideas for animating the facades.

ii) Ways of handling CN Tower transformer in east plaza were to be examined by the proponents. Of particular concern was the impact of necessary height clearances and ventilation requirements.

iii) Pedestrian level ground floor plan(s) showing provisions for colonnade and canopies and public uses at grade levels and the integration of the building with adjoining open spaces. Ideas to be explored in this context were to include the potential for use of portions of the stadium "concourse" by the public at specific hours, potential for retail uses to be relocated to outside

> walls, the possibility for developing a level(s) for public uses between concourse levels, and other suitable means of making grade level activities comfortable and attractive for pedestrians.

On January 6, 1986 the stadium architects presented sketch drawings which responded to the items identified on December 30th and discussed above. These drawings, I am pleased to say, represented a substantial step forward towards meeting the City objectives. Of note, the eastern edge of the stadium near the CN Tower is to be redefined and pushed west. In addition, it was agreed that it would be desirable to provide an elevator for the handicapped in an accessible location to move people vertically between the level of The Esplanade West and the bridge crossing the railway corridor. It would then also be necessary to introduce an elevator on the north side of the railway corridor to make this access continuous to Front Street.

The Peter Street pavement alignment has been re-focussed to visually terminate it on a portico at the north west corner of the stadium. In addition the road pavement will actually pass through this portico making it a true gateway to the Railway Lands. Similarly, the southern end of the John Street bridge will terminate in a portico at the north east corner of the stadium. These two revisions represent desirable changes to the stadium design.

A weather protected and pedestrian circulation system around the perimeter of the stadium is also now taking shape. In some areas this protection will take the form of a glazed canopy suspended from the building. In other areas space around the stadium will be protected by arcades or contained beneath the upper portions of the building itself.

A proposal was also tabled by the architect at the January 6th meeting to create a continuous public mezzanine extending around almost the entirety of the stadium at an intermediate level between The Esplanade West and bridge crossing the railway corridor. Such a mezzanine would incorporate public uses such as a Baseball Hall of Fame and/or retail uses, and would offer users an outstanding view into the interior of the stadium and the potential for weather-protected shortcuts through the area. It is anticipated that the mezzanine, if it proves to be feasible, would be generally accessible to the public independent of stadium use.

Substantial progress is also being achieved towards making the sheer wall condition on the east and west elevations of the building more compatible with the presence of adjacent buildings. The stadium architects are now seriously considering a proposal by which the circular perimeter of the stadium, presently apparent only on the southern and northern faces, would penetrate through the skin of the sheer walls on the east and west sides of the stadium. This modification will introduce to these elevations the highly articulated lightweight glass and steel skin characteristic of the southern elevation of the building. An opportunity for greater transparency plus the introduction of these more urban materials and scale will permit the architect to contrast these materials with the major structure composed of columns and beams of the east and west walls, and should result in the creation of much more interesting facades both for distant views and from close by.

A proposal was also tabled by the architect at the January 6th meeting that would result in the reduction of the portion of the stadium which overhangs the railway corridor by approximately two-thirds of its length to less than three metres.

Finally, there was some discussion of the City's objectives for public art in the Stadium Precinct, and the possibility of involving artists in particular components of the stadium building, for example the northerly John Street portico, was raised. All parties agreed that this was an interesting idea to be explored further.

On the basis of these discussions, I am now more optimistic about the ultimate design of the stadium. It has been made slightly smaller, the elevations are being reworked and made more urban in appearance, and enhanced public uses through the introduction of an intermediate level mezzanine are being examined. Having said this, however, much still remains to be achieved.

3.3 Additional Design Criteria for the Stadium

I will now continue negotiations with the Ontario Stadium Corporation for the purpose of securing refinements to the stadium design to bring it into conformity, to the extent feasible, with the design criteria adopted by Council on October 22, 1985. In addition to the design criteria previously approved by Council, I am recommending that the following specific criteria be adopted by Council to be used to evaluate the stadium design when it is submitted for Development Review pursuant to Section 40 of the Planning Act:

i) that attention be given to the achievement of an appropriate architectural expression for the elevation of the stadium which contains a maximum of transparency and visual interest, and which distinguishes between the very large scale engineered elements of the building required to hold up the roof and the more finely scaled urban building facades which will infill the structural grid;

ii) that generously dimensioned weather protected access in the form of glazed canopies, building overhangs or arcades be provided around the entire perimeter of the east, south and west sides of the stadium;

iii) that to the extent possible, the stadium design include a mezannine, at approximately the 278 foot level, which will allow pedestrians to circulate through the stadium building at non-event times and gain access to public non-stadium facilities such as the Baseball Hall of Fame;

3.4 Infrastructure Requirements for Precinct "A"

The access and servicing requirements of the Stadium Precinct, particularly of the proposed covered stadium, are such that they require the local street network established by the Part II Plan for the area between John Street and Spadina Avenue to be operational prior to the opening of the stadium. Draft schedule 15 submitted by the applicant illustrates the new sections of roadway which the applicant is committing to have operational by the opening day. These roadways consist of both primary and secondary streets and include:

i) Spadina Avenue - to be rebuilt and widened between Front Street and Lakeshore Boulevard;

ii) The Esplanade West - between Spadina Avenue and a point 50 metres east of John Street;

iii) Peter Street Bridge and extension - south from Front Street, across the railway corridor, then swinging west to Spadina Avenue;

iv) New north/south street - immediately east of Spadina Avenue a new road will connect The Esplanade West to the Peter Street Extension;

v) John Street - between Lakeshore Boulevard and The Esplanade West will be reconstructed and widened;

vi) Loop Road - looping southerly from The Esplanade between John Street and the new north/south street.

Subject to the resolution of issues raised by Metro, which I will be dealing with in my report on the Precinct Agreement, the provision of these streets will provide a satisfactory access system for the Precinct, and access to the Railway Lands from all directions will be improved for both pedestrians and vehicles.

Also shown on draft Schedule 15 are two major new pedestrian bridges. These bridges are scheduled to open concurrently with the opening of the stadium. The first of these bridges is located on the projection of John Street south over the railway corridor at Front Street. As shown on draft Schedule 3G, the proponent is suggesting that this bridge be constructed to a width between 35 and 48 feet. I am in support of this bridge being constructed to a width of 35 feet, but I cannot recommend its widening beyond this point. My reasons for objecting to the greater width relate to the negative impact that the additional flow of pedestrians permitted by a wider bridge would have on the public park which is located between the Convention Centre and Royal Bank Computer Centre. The development of a bridge with the smaller dimension would also address the objection filed to the Part II Plan by the Royal Bank. (The Bank is concerned about the impact of the sdadium on its Computer Centre at 325 Front Street West.) Since this matter relates to the Precinct Agreement, I will be reporting on it in detail in my report on that document.

In addition to the new pedestrian bridge at John Street, a second pedestrian bridge will be constructed over the railway corridor at Simcoe Street connecting the Stadium Precinct to the CN Express Building. From here pedestrians will be able to gain access to York Street and Union Station. As shown on draft Schedule 3G, CN has proposed three options for this link. My report on the Precinct Agreement will discuss this bridge in more detail, however it is my recommendation that its minimum width be 40 feet to accommodate the anticipated flows.

In addition to these new pedestrian bridges, full sidewalks are to be constructed adjacent to all road pavements in the Precinct. Accordingly, pedestrians will be able to gain reasonable access to the Stadium Precinct from John Street, Spadina Avenue and Peter Street. Provisions of the Precinct Agreement will secure that all sidewalks will be carefully designed and will include decorative pavements where appropriate, pedestrian scale street lighting, necessary street furnishings and street trees. The Commissioner of Public Works has indicated that he will ensure that utilities are placed in locations within the street allowance which will permit reasonable tree growth.

Studies of estimated pedestrian flows indicate that the bridges, other pedestrian linkages and sidewalks described above should be satisfactory to accommodate the stadium and the other development in the stadium Precinct.

3.5 Parks and Open Space in Precinct "A"

Six major components of the Railway Lands parks and open space network will be provided as a result of development in the Stadium Precinct. These components are:

1. Tower Park East
2. Tower Park West
3. John Street Corridor
4. Northern Linear Park
5. High Line Park
6. CN Plaza

In some cases, these spaces will be conveyed to the City in fee simple, while in others, the City will receive a long term park lease from the applicant.

Draft Schedules 15 and 16 illustrate the parcels of park and open space which will be developed as a result of Precinct A. Draft Schedules 3C, 3D1, 3D2, 3F1, and 3F2 illustrate conceptually the general nature, quality and programtic requirements of these spaces.

Timing for the construction of these spaces is an important issue. Because of the tremendous crushes of people associated with events at the stadium we have advised the applicants that it is necessary for Tower Park West, the John Street Corridor, CN Plaza and the Northern Linear Park to be constructed and operational at the time the stadium opens. The applicant has agreed to do this. In addition Tower Park East will be developed in a preliminary way to accommodate pedestrian flows to and from Union Station. Its ultimate development will occur in conjunction with the development of the Marathon site to the east. (It is as a result of these considerations that I am recommending that the eastern boundary of The Precinct north of The Esplanade West be moved to the east to include these park spaces.) The High Line Park Corridor will be developed as soon as the High Line freight bypass is permanently relocated.

Tower Park East will have an essentially green character, providing a range of different passive and semi-active recreation opportunities. There has been some discussion about locating a major outdoor amphitheatre through corporate sponsorship in the park, and such an amphitheatre is shown schematically on draft Schedules 3D1 and 3D2. This matter is now being reviewed in consultation with the Commissioner of Parks and Recreation to determine the viability of the idea. Below grade at the north end of the park Ontario Hydro will be constructing a major transformer station. This facility is required to service the Lands and will be fully below grade. Normal park uses will occur on the roof of the hydro facility.

A proposal is also being discussed to integrate an expanded Telesat Canada facility into Tower Park East. Telesat Canada is a private Canadian company, owned 50% by the federal government and 50% by the telephone companies of Canada. The proposal of Telesat Canada is to build a multi-satellite, multi-antenna facility capable of satisfying the existing broadcast and microwave communication needs of Toronto into the 21st century. Several meetings have been held with Telesat to discuss their proposal and assess its feasibility within the context of a public park. Based on these discussions it would appear that the facility could be successfully integrated into the park if the building program and design are carefully conceived and executed. An important aspect of the Telesat proposal is their intention to provide a structure in the park to house a public education and interpretive program. Such a program would offer the public, free of charge, an opportunity to learn about satellite communications and about Canada's contribution to this industry. At the appropriate time I will be reporting with the Commissioner of Parks on the design of Tower Park. In that report I will discuss the matter of Telesat more fully.

Tower Park West, which is the area between the CN Tower and the stadium, will be a hard surfaced urban space, providing convenient pedestrian access to the stadium, CN Tower and the proposed Roundhouse Museum. It will offer a range of urban leisure opportunities and will likely include a major fountain and/or other installations of public art.

The John Street Corridor is principally a pedestrian circulation space providing convenient access between John Street park (north of the rail corridor between the Convention Centre and the Royal Bank Computer Centre) and The Esplanade West area. It will be principally hard surfaced and will accommodate a wide range of urban activities.

The Northern Linear Park will be a long narrow park immediately south of the rail corridor. Its main purpose is to provide safe and convenient circulation for pedestrians between the western edge of the stadium and Spadina Avenue. At Spadina Avenue, a pedestrian connection beneath the surface of the roadway is provided including the potential for access to the proposed Spadina LRT or street cars. Once west of Spadina the corridor will link up with the major community park in the Bathurst-Spadina Neighbourhood and ultimately with Fort York.

The publicly accessible open space on the west side of the stadium, referred to as CN Plaza and shown as proposed on draft Schedule 3C, will serve the same general purpose as the John Street Corridor and Tower Park West. Principally this will be to provide pedestrian circulation and crush space coupled with a full range of passive urban leisure activities. Parks and open space matters will form a major part of the Precinct Agreement, and accordingly I will be reporting fully on this subject in my report on that document.

4. CIRCULATION OF APPLICATION

The components of the application submitted in September - the Precinct "A" Supporting Documentation and Precinct "A" Environmental Report - were circulated as described in my October 4th Status Report. In addition, there has been extensive consultation with City and Metro officials regarding informally submitted drafts of the Precinct Agreement, and with the Ministry of the Environment and the Medical Officer of Health regarding the Environmental Report and drafts of the Environmental Agreement.

The responses received to the circulation process to date are included in Appendix 3 and are discussed below. Most of the comments received are relevant to the Precinct and Environmental Agreements, and will be discussed in detail in the reports dealing with these agreements. As noted previously, no serious problems are raised by the comments received to date, and the concerns raised in discussion by Metro, which have not yet been submitted in a written response, will be dealt with in my report on the Precinct Agreement.

4.1 Toronto Terminal Railways (TTR)

The December 30th letter from the TTR is more extensive than and supercedes the November 25th letter.

The first point in the TTR December 30th letter refers to the proposal to establish a pedestrian linkage to Union Station through the CN Express building. This proposal, discussed in Section 3 of this report, is illustrated on draft schedule 3G which shows three options for a pedestrian route south of the rail corridor from the stadium to Union Station, all of which include a pedestrian link through the CN Express building. The selection and development of one of these options, which is to be completed before the stadium opening, will involve close consultation with the TTR. The Union Station Working Committee, which operates under the auspices of the Railway Lands Steering Group, will be an important forum for these discussions.

Like the first point, the remainder of the points raised in the TTR letter deal with the necessity for consultation with the TTR and regard for the TTR's concerns related to passenger safety and security. As the infrastructure items referred to in these points are planned and developed, such consultation will take place.

I have discussed with CN and its consultants the TTR's statement in Point No. 4 that it will not permit columns to be erected in the rail corridor. This matter will be reviewed as necessary in my report on the Precinct Agreement.

Similarly, I have drawn CN's particular attention to Item 6, which relates to the Environmental Agreement, and will address this matter further, if necessary, in my report on the Environmental Agreement.

4.2 Commissioner of Public Works

The main components from the Commissioner of Public Works are set out in the 26 recommendations with which his October 18, 1985 memo concludes, as amended by his November 25th letter. Most of the Commissioner's 26 recommendations are relevant to the Precinct and Environmental Agreements. These agreement-related points have been agreed to with some minor revisions and incorporated into the relevant agreements, and will be discussed, as necessary, in the relevant reports. The one item which has not been finally resolved is Recommendation No. 19, regarding routing of the Spadina bus in the event that the Spadina LRT/streetcar is not in place for the stadum opening. This issue involves Metro and the TTC and its resolution will be dealt with in my report on the Precinct Agreement.

In terms of Recommendation No. 25, respecting an operating strategy for transit on The Esplanade West, CN has submitted the clarification requested. This issue involves Metro and the TTC and will be discussed, as necessary, in my report on the Precinct Agreement.

I am recommending below that Recommendation No. 20, which deals with necessary improvements to Union Station and St. Andrews subway station, be referred to the Union Station Working Committee and the TTC.

The issue of a GO station in the stadium or at Spadina Avenue has been discussed with CN and stadium officials, and with GO transit respectively. It is not possible to include a station in the stadium - there is simply not enough space - and GO transit has indicated that, while it poses some difficulties, it is pursuing the idea of a GO Station at Spadina Avenue. GO is also pursuing the alternative option of an additional station at the western end of the existing GO platforms in Union Station at Simcoe Street. This matter is being dealt with in consultation with CN.

Recommendation No. 16, dealing with a marketing and public relations programme stressing the advantages of using public transit to travel to the stadium is a highly positive suggestion which I endorse and is reflected in Recommendation No. 4 of this report.

Recommendations Nos. 15, 17 and 21 are zoning by-law matters. The proposed Precinct "A" zoning by-law is consistent with Recommendations No. 15 and 21. However, the proposed Precinct "A" zoning by-law does not include the provisions of recommendation No. 17, which recommends that on an overall project basis the supply of parking provided is not to exceed the minimum parking standards of By-law No. 236-83. At this stage, I believe it is advisable to maintain the range of parking requirements contained in By-law No. 236-83 to provide a similar degree of flexibility in the provision of parking in Precinct "A" as is found elsewhere in the Central Area. Both the Commissioner of Public Works and I recommend the establishment of a transportation monitoring programme, involving all relevant agencies, to review the transportation impacts of the stadium's first year of operation and to determine any operational improvements that may be concisdered necessary. It is my suggestion that this monitoring process include an overall assessment of the parking situation at the Precinct level and that any adjustments to the parking standards presently contained in By-law 236-83 be made at this time in the light of actual operating experience.

4.3 Metropolitan Separate School Board

The October 4, 1985 letter from the Metropolitan Separate School Board asks what measures will be undertaken to prevent stadium traffic from overflowing onto residential streets and possibly passing directly in front of any future school in the Railway Lands. The area of primary concern is the Bathurst-Spadina Neighbourhood in which the Part II Plan indicates that any new school would be located.

At this stage, it is difficult to recommend precise measures that could be taken to alleviate this concern. Generally, detailed traffic control and parking plans can only be effectively developed in response to actual problems and, at this point in the planning process, it is not possible to predict exactly what type of local traffic problems might emerge.

The usual methods of parking and traffic control will be available to address any adverse local traffic conditions that may evolve. The strict enforcement of parking regulations could prevent the use of parking facilities in residential neighbourhoods by stadium and other non-residential parking users. In addition, the Railway Lands Street plan is designed to protect, to the extent possible, residential neighbourhoods from through traffic. In the Bathurst-Spadina area it is expected that most through traffic will keep to the major arterial roads which provide the principal means of access through the area. It may be, however, that additional measures, such as turn restrictions on one-way streets, will be required to limit through traffic on local streets in certain areas of the Railway Lands. However, as noted above, it is not possible to anticipate the exact need for such measures at this time.

Both the Commissioner of Public Works and I recommend the establishment of a transportation monitoring programme to review the impacts of the dome stadium during its initial year of operation. At that time it may appear appropriate, as a result of the monitoring process, to recommend certain changes to parking and traffic controls in the Railway Lands to provide further protection to local residential neighbourhoods from the traffic impacts of sdadium events.

4.4 Medical Officer of Health

The recommendations in the report from the Medical Officer of Health, which were adopted by City Council at its meeting of October 22, 1985, are all related to the Environmental Report and Agreement, and will be addressed in my report on the Environmental Agreement. I would note, at this point, that these issues, as well as those raised in the letter from the Ministry of the Environment, have been discussed extensively with CN, and have resulted in revisions and supplements to the Environmental Report originally submitted with CN's rezoning application.

4.5 Toronto Board of Education

The main communication from the Board of Education is in the undated letter received by my department on November 20, 1985, which includes decisions taken by the Board at its meeting of November 14, 1985.

The first point to note regarding the Board's response is that the Board has no objection to the Precinct "A" application in terms of the adequacy of school accommodation.

In terms of the Board's concerns regarding north-south pedestrian linkages and roads, I would note that the comments in paragraph

iv) regarding the first street west of Spadina Avenue are not relevant to the present application since this street is outside the boundary of Precinct "A".

The concerns relevant to the Precinct "A" application are set out in paragraphs i), ii) and iv), which recommend that major pedestrian linkages be developed as extensions of John and Peter Streets and of the streets west of Peter (shown as "Unnamed Cul-de-Sac on draft Schedule 2A2 attached to this report) and east of Peter (shown on the easterly north-south link of the "Unnamed Loop Street" on draft Schedule 2A2); and that the streets shown on draft Schedule 2A2 as "Unnamed Cul-de-Sac" and the two north-south links of the "Unnamed Loop Street" be extended to the southern boundary of the Railway Lands at Lake Shore Boulevard.

I share the Board's concerns for the establishment of strong north-south linkages. As noted in previous reports, the Railway Lands Streets and Blocks Plan has taken advantage of every realistic opportunity to extend existing north-south streets through the Lands, and the results are included in the Streets and Blocks Plan approved by Council as part of the Part II Plan. The additional streets proposed to be extended by the Board of Education cannot be extended because of limitations imposed by the Lakeshore-Gardiner corridor. These include the location of columns and ramps, and the need to limit intersections with Lake Shore Boulevard in the interest of maintaining reasonable traffic operations.

In terms of the pedestrian linkages proposed in the Board's letter, the barrier imposed by the ramping of Lake Shore Boulevard, as it passes over Spadina Avenue, does not permit a pedestrian bridge at either of the two more westerly streets east of Spadina identified in the Board's letter. The Part II Plan already calls for a pedestrian bridge over the Lakeshore and under the Gardiner at John Street.

In terms the third and most easterly of the points identified in the Board's letter for new bridges, opportunities provided by the Gardiner and its ramps permit a pedestrian bridge to a point only about 30 metres west of the bridge already proposed at John Street. It does not seem to me necessary to erect, at a substantial cost, a second bridge so close to the bridge already proposed at John Street.

Notwithstanding these points, I would note that the City will acquire the High Line berm as a linear park once the High Line is relocated. Once the relocation has taken place other linkages to the south might be developed, if it seems desirable and if conditions change so that it is feasible. If, for example, there are dramatic changes to the Gardiner, the City could at a later time consider the extension of the streets identified in the Board's letter and/or the construction of additional pedestrian connections. To require that plans included in the by-law and the Precinct Agreement show such extensions at this time is premature. I would also note that the changes proposed by the Board would require amendments to the Official Plan which Council has already adopted, and which the zoning by-law and agreements for Precinct "A" are intended to implement.

4.6 Ministry of the Environment

As noted above, the comments from the Ministry of the Environment, like those from the City's Medical Officer of Health, relate exclusively to the Environmental Reports and Agreement, and will be dealt with in my report on the Environmental Agreement. The request for additional information by the Ministry has been referred to CN, and its consultants have revised the Environmental Reports, and will be submitting supplemental information as well.

4.7 Commissioner of Buildings and Inspections

The memo from the Commissioner of Buildings and Inspections outlines the ways in which the Precinct "A" application does not comply with the City's General Zoning By-law (No. 20623) and the Railway Lands Zoning By-law (By-law No. 612-85). Both by-laws are applicable until after By-law 611-85, which exempts the Railway Lands from By-law No. 20623, and By-law No. 612-85, which is the freestanding by-law for the Railway Lands, have been approved by the Ontario Municipal Board. Once this approval and the approval of the proposed Precinct "A" by-law amending By-law No. 612-85 take place, these concerns of the Commissioner of Buildings and Inspections will no longer be relevant.

5. DESCRIPTION OF PROPOSED BY-LAW

Sections 11.12 and 11.13 of the Railway Lands Part II Plan (Official Plan Amendment No. 333) provide for the enactment by City Council of a Zoning By-law pursuant to Section 34 of the Planning Act for the precinct containing the urban stadium and multi-purpose facility (Precinct "A"). The proposed Zoning By-law is contained in Appendix 4 to this report.

The proposed by-law, in addition to implementing the policies contained in the Part II Plan, applies the general provisions of By-law 612-85 to lands within the precinct. It also contains certain provisions flowing from the Design Criteria for the Stadium Precinct adopted by City Council on October 22, 1985 and reflects my discussions with the Stadium Corporation respecting the selected stadium design. The proposed bylaw also includes certain technical amendments to By-law No. 612-85, the Railway Lands Zoning By-law.

5.1 Structure of Proposed By-law

By-law No. 612-85 enacted by City Council on August 17, 1985 zoned the lands within the precinct "T". This zoning category, which permits railway and related uses, was imposed as an interim zoning pending the submission of an application which complies with the provisions of the Part II Plan respecting the Precinct.

The proposed Zoning By-law for the precinct has been prepared by the City's Special Counsel for the Railway Lands in consultation with my staff and relevant civic officials. The by-law has been structured as an amendment to the By-law No. 612-85, and it applies to Precinct "A" the range and density of non-residential and residential development permitted within the precinct by the provisions of Sections 10.3.1, 10.3.2, 10.3.3, 10.4, 10.4.1, 10.4.2, and 10.4.3 of the Part II Plan. Specific provisions respecting development of the blocks within the precinct are also contained in the by-law.

5.2 Description of Proposed By-law

Section 1 of the proposed by-law amends subsection (1) of Section 3 of the Railway Lands Zoning By-law by deleting reference to certain residential density zones, namely the U250 and U300 categories, to reflect the decision of Council at its meeting of August 16 and 17, 1985 to up-zone the Bathurst-Spadina Neighbourhood. Section 1 of the proposed by-law also introduces new non-residential density zones, namely L1.35, L2.5 and L5.5, to accommodate the density of non-residential development permitted within Precinct "A" by the Part II Plan.

Section 2 of the proposed by-law amends subsection (2) of Section 3 of the Railway Lands Zoning By-law by deleting the U250 and U300 residential density zone categories reflecting the decision of Council respecting the Bathurst-Spadina Neighbourhood, and by inserting the L1.35, L2.5 and L5.5 non-residential density categories provided for the in the Part II Plan respecting the Stadium Precinct.

Section 3 of the proposed by-law amends Map 1 contained in Appendix B to By-law No. 612-85 by changing the zoning category on the blocks within the precinct from "T" to the following:

Area	Proposed Zoning	Mixing Formula Constant
Tower Park	G	-
Spadina Sub-Centre Special Mixed Use Area A	CR L1.35	1.35
Spadina Sub-Centre Special Mixed Use Area B	CR L2.5	2.5
Spadina Sub-Centre Special Mixed Use Area C	CR L5.5	5.5
Spadina Sub-Centre High Density Mixed Commercial-Residential Area A	CR L3.5 U200	5.5

Map 2 of this report indicates the locations of the Part II Plan designation areas.

Section 4 of the proposed by-law amends Map 1 contained in Appendix C to the Railway Lands Zoning By-law by changing the interim height limit of 15 metres to the following:

Area	Base Building Height	Building Height
Tower Park	-	15 m
Spadina Sub-Centre Special Mixed Use Area A		
Parcel A		100 m
Parcel B		120 m
Spadina Sub-Centre Special Mixed Use Area B	min. 18.5 m max. 26.5 m	30 m
Spadina Sub-Centre Special Mixed Use Area C	min. 18.5 m max. 26.5 m	85 m
Spadina Sub-Centre High Density Mixed Commercial-Residential Area A	min. 18.5 m max. 26.5 m.	85 m

The minimum and maximum height limits contained in the proposed by-law will help to implement the objective that a strong street wall condition reinforces The Esplanade sweep within the Precinct, while permitting a certain flexibility in terms of height and the distribution of the density allocated tc the development blocks by the Part II Plan. These heights are consistent with the Design Criteria for the Stadium Precinct adopted by Council which provide that all building frontages have a base with a minimum height of 18.5 metres and a maximum height of 26.5 metres. These minimum and maximum base building heights apply to a zone of 3.5 metres in depth shown on Schedule 2.

Beyond this zone of minimum and maximum heights schedule of the proposed by-law applies a maximum height limit of 85 metres for the blocks on the south side of The Esplanade West, east of the Pumping Station site,and 30 metres for the Pumping Station site. These recommended height limits will accomodate the non-residential and residential development permitted by the Part II Plan and will permit flexibility for the distribution of massing on the lot.

On the north side of The Esplanade West the recommended height limit for the tadium is 100 metres. This height will accommodate the stadium selected by the Ontario Stadium Corporation. The recommended height limit for the non-residential parcel to the west of the stadium is 120 metres. This height is sufficient to permit the development of a building containing 65 000 square metres of non-residential gross floor area while providing generous amounts of publicly accessible open space between the stadium and the building. Specific requirements similar to those on the south side of The Esplanade West for a base building of 5 to 7 storeys (18.5 - 26.5 metres) in height are contained in Section 19 of the proposed by-law.

Section 5 of the proposed by-law amends clause (a) of subsection (7) of Section 4 by adding Ontario Hydro as a permitted public service in any zoning district subject to compliance with requirements related to outside storage height and common outdoor space. Ontario Hydro was inadvertently excluded from By-law No. 612-85 enacted by City Council on August 17, 1985.

Section 6 of the proposed by-law amends paragraph 3. of subsection (1) of Section 5 respecting the provision of below grade parking in the Tower Park portion of Central Park. At present the CN Tower has approximately 300 surface parking spaces around the site. When the stadium and the park are developed, these surface spaces will disappear. The proposed by-law will permit 60 spaces to be provided in an underground facility located under a portion of Tower Park West. I am of the opinion that this minimum number of spaces will not be detrimental to the development of the park.

The access to these spaces is to be provided from the underground access ramp to the stadium. A separate application for approval of plans and drawings pursuant to Section 40 of the Planning Act will be required prior to a building permit being issued to construct this below grade parking facility.

Section 7 of the proposed by-law amends paragraph 1. of Part I of subsection (3) of Section 6 of the Railway Lands Zoning By-law by inserting the symbols L1.35, L2.5 and L5.5. The effect of this Section is to restrict the maximum non-residential gross floor area in L1.35, L2.5 and L5.5 zones to 1.35, 2.5 and 5.5 times the area of the lot respectively.

Section 8 of the proposed by-law amends paragraph 2. of Part I of subsection (3) of Section 6 of By-law No. 612-85 by deleting the residential density symbols U250, U300 and U580 and inserting the symbol U595. This Section of the proposed by-law reflects the decision of Council at its meeting of August 16 and 17, 1985. The upzoning of the Bathurst-Spadina Neighbourhood and the conversion of non-residential density to residential density.

Section 9 of the proposed by-law amends paragraph 3. of the Part I of subsection (3) of Section 6 of the Railway Lands By-law to correct a technical error by deleting the symbol "U300". The section also inserts the symbol "L3.5 U200" and the mixing formula constant of "5.5" to accommodate the density of development permitted in the Spadina Sub-Centre High Density Mixed Commercial-Residential Area A of the precinct.

Section 10 of the proposed by-law amends paragraph 4. of Part I of subsection (3) of Section 6 by deleting the symbol "300" to correct a technical error in By-law No. 612-85.

Section 11 of the proposed by-law amends clause (b) of paragraph 6. of Part I of subsection (3) of Section 6 to provide that in a CR L3.5 U200 zone that a maximum of 850 senior citizens' dwelling units may be provided in such a zone.

Section 12 of the proposed by-law amends clause (ii) of subparagraph (c) of paragraph 6. of Part I of subsection (3) of Section 6 by requiring in a L3.5 U200 zone that the density for senior citizens' housing containing residential and non-residential uses does not exceed 5.5 times the area of the lot.

Section 13 of the proposed by-law amends subparagraph (a) of paragraph 7. of Part I of subsection (3) of Section 6 of By-law No. 612-85 to provide for a community services and facilities bonus for the lands within the Precinct. A bonus of 0.2 times the area of the lot is provided for in L1.35 and L2.5 zones and a bonus of 0.4 times the area of the lot is provided for in L3.5 U200 and L5.5 zones.

Section 14 of the proposed by-law amends subparagraph (a) of paragraph 8. of Part I of subsection (3) of Section 6 of the Railway Lands Zoning By-law respecting the amount of non-residential gross floor area that may be utilized on a lot in a L2.5 and L5.5 zone. Specific non-residential uses and street-related retail uses are provided for in the L1.35 zone, the area to contain the stadium.

Section 15 of the proposed by-law amends subparagraph (b) of paragraph 8. of Part I of subsection (3) of Section 6 of the Railway Lands Zoning By-law by inserting reference to the L2.5 and L5.5 zones respecting the provision of street-related retail and service uses and the conditions under which the maximum non-residential gross floor area may be utilized.

Section 16 of the proposed by-law amends subsection (4) of Section 6 of the Railway Lands Zoning By-law respecting the development block located at the south-west corner of John Street and The Esplanade West. This provision exempts the non-residential gross floor area used for the purposes of a pumping station by Metropolitan Toronto from the calculation of non-residential gross floor area. Section 10.4.2 of the Part II Plan provides that the Metropolitan Toronto pumping station is not to be included in the maximum non-residential gross floor area of 2.5 times the area of the lot.

Section 17 of the proposed by-law requires that on any development lot on the south side of The Esplanade West, at least 80% of the portion of the lot which faces The Esplanade West is to be occupied by building and that such building be located with 0.3 metres of the south limit of The Esplanade West. The Design Criteria adopted by City Council on October 22, 1985 provided for a strong definition of the street by the facades of buildings. This provision implements that provision.

Section 18 of the proposed by-law amends subsection (4) of Section 6 of By-law No. 612-85 respecting the provision of arcades for weather protection for pedestrian comfort on those development blocks on the south side of The Esplanade West. The provision of arcades was contemplated by Section 11.14 of the Part II Plan and further refined in the Design Criteria for the Stadium Precinct adopted by City Council on October 22, 1985. The proposed by-law requires the provision of arcades on all buildings fronting or flanking on public streets on the south side of The Esplanade West. The arcade is to have a minimum depth of 4.5 metres, a minimum clear width of at least 4 metres, a minimum height of 4.5

metres, and have no more than 20 per cent of the length occupied by columns.

Section 19 of the proposed by-law amends subsection (4) of Section 6 of By-law No. 612-85 respecting the urban stadium and multi-purpose facility. The proposed by-law divides the development block into two building parcels, Parcels A and B, and permits an urban stadium and multi-purpose facility in addition to the generally permitted non-residential uses in CR districts, in accordance with the provisions of Section 10.4.1 of the Part II Plan. The proposed by-law permits a maximum non-residential gross floor area of 73 791 square metres exclusive of the stadium. This amount of non-residential gross floor area represents a density on Parcels A and B of 1.35 times the area of the parcels. The By-law further provides that on Parcel B, the parcel to accommodate the non-residential density not contained the stadium, the maximum non-residential gross floor area not exceed 65 791 square metres of which not less than 2590 square metres is to be used for retail and service shop uses. This provision is to be ensure that the development on Parcel A will contain street-related retail uses, in accordance with the provisions of the Part II Plan and the Design Criteria.

With respect to Parcel A the proposed by-law exempts the urban stadium and multi-purpose facility from general provisions of By-law No. 612-85 with respect to parking and loading. Instead, in accordance with the policy of limiting the supply of on-site parking, it is recommended that between 300 to 500 spaces be provided on the stadium site for stadium uses. This amount of parking is considered necessary to accommodate the essential parking needs of VIP's, the handicapped and others requiring on-site parking. The overall strategy is to accommodate the demand for stadium parking in a dispersed manner through the shared use of parking lots within walking distance of the stadium, including parking spaces that will be created in the future as part of the commercial development of the Railway Lands. This strategy is designed to encourage transit use for stadium events. In addition, by avoiding a large concentration of parking on the stadium site, certain other problems can be reduced or eliminated, such as heavy vehicle congestion around the stadium at the end of an event, the possible use of stadium parking by auto commuters during weekdays and the urban design difficulties created by large parking structures.

The Commissioner of Public Works has advised me that the design of the stadium and in particular the configuration of the below grade area render the delineation of loading spaces by type impractical. The draft by-law requires a minimum of 1900 square metres of loading space which is consistent with the loading requirements of the architectural design criteria developed by the Stadium

Corporation and used by each of the proponents. We feel that this amount of loading space is reasonable, and, given that the City will not provide the stadium with garbage pick-up, the issue is best left to the Stadium Corporation to determine. The Commissioner has further advised that at the time of an application for approval of plans and drawings pursuant to Section 40 of the Planning Act he will be reviewing the details of the loading arrangements relating to the stadium.

In order to ensure that the stadium provides an opportunity for activity to occur during non-stadium events, the proposed by-law provides for a minimum of 8000 square metres of non-residential gross floor area to be provided in the stadium building exclusive of the stadium itself. The range of non-residential uses permitted to be utilitzed within this 8000 square metres includes administrative office space, health clubs, retail stores, offices, eating establishments, public halls, and similar non-residential uses. Additional non-residential gross floor area used for permitted non-residential uses in a CR District may be provided within the stadium provided that the non-residential gross floor area permitted to be erected on Parcel B is reduced by an equal amount.

In my report of July 31, 1985 entitled, Railway Lands Part II: Report on the motions adoped by Council at its meeting of June 17 & 21, 1985, I discussed the need to provide facilities for the parking of charter buses transporting spectators to and from stadium events. The Commissioner of Public Works in his memo to me on the Stadium Precinct indicated his desire to achieve 125 charter bus parking spaces on the development block to include the stadium. I have discussed with the consultants for CN Real Estate and the Stadium Corporation the requirements for the provision of parking for charter buses during stadium events, and have been advised by the consultants that to provide on-site parking for charter buses is not practical, given the site constraints, the need to provide below grade facilities for loading and on-site car parking. Our discussions with the consultants for CN and the Stadium Corporation have resulted in what appears to be a satisfactory resolution respecting the provision of bus parking. The provision of space for the parking of 125 charter buses is to be permitted on the lot located at the south-east corner of Spadina Avenue and The Esplanade West. In the short term the buses will be parked on the surface and matters related to landscaping, access, surfacing, drainage and layout will be considered in the context of an application submitted pursuant to Section 40 of the Planning Act. The Precinct Agreement for Precinct A will contain provision for the eventual provision of a bus parking facility to be incorporated within buildings when the development of the block occurs. A rezoning application will be processed to permit bus parking to be so incorporated. In addition, by that time the amount of charter bus parking will be reviewed in the light of actual operating experience of the stadium over the early years. Accordingly the proposed by-law in Subclause (iv) of clause (c) of paragraph 11. requires the provision of 125 charter bus parking spaces.

With respect to Parcel B the proposed by-law contains specific provisions respecting street-related retail and service uses, base building requirement and arcades. With respect to the provision of retail uses at grade around the proposed non-residential building the proposed by-law requires the provision of a minimum of 1500 square metres of non-residential gross floor area devoted to uses occupied by local retail and service shops and general retail and service shops to be situated at grade and directly accessible from the exterior of the building. An additional 1090 square metres of non-residential gross floor area devoted to retail and service shop uses may be provided. Combined the 2590 square metres represents 0.3 x the area of Parcel B.

The proposed by-law requires that a base building be provided which has a minimum height of 18.5 metres and a maximum height of 26.5 metres for a minimum depth of 3.5 metres from the exterior face of the exterior wall of the building. The effect of this provision is to create a building at the grade level with a scale to which pedestrians can relate. Above the base building a tower can rise to the maximum height limit of 120 metres. This provision is the same requirement for a base building required to be provided on the blocks on the south side of The Esplanade West.

The proposed by-law further requires that on Parcel B a weather protected pedestrian arcade be provided around the ground level of the building. The arcade is to have a minimum depth of 4.5 metres, a minimum height of 4.0 metres a clear width of 4.0 metres and any supporting columns or other obstructions are not to occupy more that 20% of the length of the arcade.

Section 20 of the proposed by-law amends subsection (4) of Section 8 of By-law No. 612-85 by adding thereto a new paragraph 2. which permits the urban stadium and multi-purpose facility to encroach into the Rail Corridor. This provision is required to permit the portion of the stadium that overhangs the corridor to be constructed. In addition, when the roof of the Stadium is open, a portion of the roof extends beyond the north limit of Parcel A.

Section 21 of the proposed by-law amends Section 9 of the Railway Lands By-law by introducing a subsection (4) and a paragraph 1. to permit in an "h" zone a surface lot for the parking of buses. I have discussed the strategy for bus parking above in respect of the zoning provisoin for the stadium.

6. CONCLUSION

This report has discussed the application submitted by CN Real Estate for a zoning by-law for Precinct "A" (the Stadium Precinct) in the Railway Lands. It has described the proposed development of the precinct, including the new urban stadium and multi-purpose facility. This description has involved a discussion of certain aspects of the development which will be dealt with in the Precinct Agreement for the Precinct. Drafts of this agreement and an Environmental Agreement have been submitted by CN as part of its Precinct "A" application, and will be dealt with in detail in separate reports, as will a process to coordinate the civic departments' input into the implementation and construction of the stadium. As noted in the body of the report, in accordance with the Part II Plan, the bill to give effect to the by-law recommended in this report should not be introduced into Council until Council also has before it final forms of these agreements executed by CN.

This report also describes the by-law recommended for Precinct "A". In addition to replacing the interm "T" zoning given to the Precinct by the Railway Lands Zoning By-law (By-law No. 612-85), the proposed by-law includes several relatively minor amendments to other provisions of By-law No. 612-85.

The report recommends that Council adopt certain specific Design Criteria with which plans for the stadium to be submitted for Development Review pursuant to Section 40 of the Planning Act must comply. The Criteria has been developed in response to concern about the proposed stadium design, and supplement criteria for the Stadium Precinct by Council on October 22, 1985.

The report also recommends that the boundaries to Precinct "A" shown in the Part II Plan be modified in accordance with Map 1 of this report.

Finally, the report includes recommendations emerging from recommendations from the Commissioner of Public Works related to a public education program to promote the use of public transit and to provide information on parking for the stadium, and to the need for improvements to the St. Andrew and Union Subway Station studies to serve the stadium in either the by-law or the Precinct Agreement.

Recommendations

1. That your Committee approve the draft bylaw contained in Appendix 4 to this report.

2. That, provided your Committee has received and forwarded to Council my reports on the Precinct "A" Precinct Agreement and the Precinct "A" Environmental Agreement, the necessary bill be introduced into Council to give effect to the draft by-law contained in Appendix 4 to this report.

3. That the City's Special Counsel for the Railway Lands be authorized to request the Ontario Municipal Board to modify Map E ("Precincts") of Offical Plan Amendment No. 333 so as to include the revised boundaries for Precinct "A" shown on Map 1 of this report.

4. That the following criteria be adopted by Council and used to evaluate the stadium design when it is submitted by Development Review pursuant to Section 40 of the Planning Act:

i) that attention be given to the achievement of an appropriate architectural expression for the elevation of the stadium which contains a maximum of transparency and visual interest, and which distinguishes between the very large scale engineered elements of the building required to hold up the roof, and the more finely scaled urban building facades which will infill the structural grid;

ii) that generous dimensioned weather protected access in the form of glazed canopies, building overhangs or arcades be provided around the entire perimeter of the east, south and west side of the stadium; and

iii) that, to the extent possible, the stadium design include a mezannine, at approximately the 278 foot level, which will allow pedestrians to circulate through the stadium building at non-event times and gain access to public non-stadium facilities such as the Baseball Hall of Fame.

5. That the Commissioner of Planning and Development consult with the appropriate officals of the TTC, operators of downtown parking facilities and the Stadium Corporation, and report back on a specific plan of action to implement a comprehensive public transportation information proposal which emphasizes the advantages of travelling to the new stadium using the public transportation system and which presents information on available parking locations.

6. That Recommendation No. 20 in the October 18, 1985 Memo from the Commissioner of Public Works to the Commissioner of Planning and Development regarding the determination of and agreements to improvements to the St. Andrew and Union subway stations to serve the new stadium be referred to the Railway Lands Steering Group's Union Station Working Group and to the TTC.

Stephen G. McLaughlin
Commissioner

EP/SH/MH/GS:tc/jp/jc

FINAL REPORT ON REZONING APPLICATION FOR PRECINCT "A" (THE STADIUM PRECINCT):

APPENDICES

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. Mc LAUGHLIN , COMMISSIONER JAN. 1986

APPENDIX 1

The following sections of the Part II Plan for the Railway Lands set out the development strategy for Precinct "A"

11.12 With respect to the precinct designated "A" on Map E, it is the policy of Council to enact a by-law pursuant to the Section 34 of the Planning Act implementing the provisions of this Plan as they affect that precinct, provided it has received and given due consideration to an application made pursuant to Section 34 of the Planning Act, 1983 which shall show and contain:

(a) the location, elevation, dimensions and intersection details of all existing and proposed public highways, public streets, and private roadways within the precinct as are sufficient to serve the existing and incremental vehicular traffic created by the development permitted by this Plan;

(b) the details of the connections with any existing public highways of any proposed public highways, public streets and private roadways, and of any existing public highways, public streets and private roadways whose alignment and/or dimensions are proposed to be altered within the precinct;

(c) the location, elevation, dimensions and intersection details of all existing and such proposed sidewalks adjoining the existing and proposed streets in the precinct as are sufficient to meet the needs of pedestrians travelling in and through the precinct as the result of development permitted by this Plan;

(d) the location of such existing and proposed municipal services within the precinct as are sufficient to serve the development permitted by this Plan;

(e) the location of such existing and proposed utility services within the precinct as are sufficient to serve the development permitted by this Plan;

(f) the location of any school or schools and any community centre to be constructed in the precinct;

(g) a description of the locations of all existing transit facilities and of the proposed rights-of-way of any proposed transit facilities, and of the points of ingress to and egress from these existing and proposed facilities which are together sufficient to meet the needs of public transit users travelling to, from and within the precinct;

(h) the location, dimensions and areas of any lands to be leased or conveyed to the City for housing and parks purposes in accordance with the provisions of this Plan;

(i) the general treatment of all public sidewalks and public streets, referred to in (a) and (c) above, including:

- paving materials
- street trees
- pedestrian scale street lighting
- the general locations of street furniture.

(j) the location and minimum dimensions of pedestrian bridges, tunnels and mid-block routes within or directly servicing development within the precinct which meet the requirements of this Plan;

(k) a description of the timing of any relocation of railway uses and trackage, including the High Line, located within the precinct;

(l) the manner in which the precinct is to be linked to any adjacent precinct or precincts, with specific reference to the matters set out in (a) to (k) above;

(m) a description of the extent of archaeological resources or potential resources within the precinct, and the phasing of investigations in accordance with the archaeological strategy described in Section 7.6 of this Plan;

(n) a description of the manner in which the public art and cultural facilities described in Section 3.7 of this Plan is to be complied with in the development of Precinct A;

(o) a form of Agreement which is sufficient to secure the provision to or for the City of the matters set out in the application;

(p) a report which satisfies the requirements of Section 9.1 of this Plan respecting the precinct, and a description of the manner in which the safeguards and measures set out in the report are to be secured; and

(q) a form of Agreement which is sufficient to secure the safeguards and measures set out in the report outlined in Sub-section (o) and which satisfies the requirements of Section 9.1 of this Plan;

provided that the agreements referred to in paragraphs (o) and (q) of this Section have been executed by the applicant.

11.13 It is the policy of Council that a by-law enacted pursuant to Section 11.12 shall include, in addition to provisions respecting use and density and other matters dealt with in City's Zoning By-law, specific provisions respecting the location and form of development to be permitted in the precinct, including:

(a) the definition of the areas within each block where buildings are to be permitted;

(b) set-back lines;

(c) height limits and/or angular planes; and

(d) the definition of any areas where parking spaces are to be prohibited;

11.14 The submissions made in accordance with Section 11.12 shall be circulated for review and comment to the City, Metropolitan, Provincial and Federal officials, and the officials of any commission, authorities, corporations, or other bodies involved in the development or servicing of the precinct.

APPENDIX 2

DESIGN CRITERIA FOR THE STADIUM PRECINCT

The following Design Criteria were developed by Planning and Development staff, in consultation with CN and the Ontario Stadium Corporation, and were submitted as Appendix A of the document entitled Railway Lands Precinct "A" By-law Supporting Documentation (September, 1985). This document forms part of CN's rezoning application for Precinct "A".

Stadium Precinct Design Criteria

Built Form (items 1 and 2 of these guidelines do not apply to the Stadium block)

1. Provide a pattern of built form characterized by a base building on all blocks that is approximately five to seven storeys in height (18.5 to 26.5 m): from this base platform taller building elements will rise. The intent of this objective is the creation of a strong street wall condition parallelling the street allowance.

   It is reasonable that the architecture of the base building change from block to block. However, as the actual architecture changes, it is considered important that certain critical elements which provide continuity remain consistent from block to block. Such elements include:

   a) arcades: the scale and proportion of this element should be generally continuous from block to block;

   b) base building, middle and top articulation; a contrast should occur in details and proportions of the base building and those taller elements which rise from it. Generally speaking the base building should be more finely detailed, in recognition of its relationship to pedestrians. The tops of buildings should have a profile which reflects their role as landmark elements on the skyline.

2. 80% of the Esplanade frontage of all blocks should be occupied by base building built to the street line. On each block an appropriate base building height should be established. This height should fall within the 18.5 to 26.5 m base building envelope. (Exceptions to this requirement may be considered, so long as it can be demonstrated that the principal objectives of street continuity are achieved). Not less than 60% of the length

of the base building should hold this established height. The remaining 40% can vary within the 18.5 to 26.5 envelope. Setbacks may occur within the base building envelope above the third floor. Approximately 40% of the base building envelope above the third floor may be setback.

3. Tall buildings rising from the base building should generally be oriented on an axis "parallel to" Spadina Avenue and should be addressed from the corners, thereby relating to the adjacent intersections and maintaining the integrity of the base building.

4. The overall massing strategy of buildings within the precinct should act to frame and articulate adjacent spaces, terminate or frame important vistas and contribute to comfortable urban conditions.

5. The built form solution for the Stadium should provide an exterior treatment which translates the vast scale of the Stadium into architectural detailing characteristic of urban buildings. Such detailing should acknowledge building base, middle and top and emphasize the importance of corners and primary axies with appropriate scaled architectural forms. Access points to the building should be identified through arcades, canopies and porticos. The four major edges of the site should appropriately address the following concerns:

    a. the Esplanade: the Stadium should reinforce the curve of the "sweep" substantially in parallel with the elevation of the proposed buildings on the south side of the streets;

    b. the Peter Street/CN Plaza edge: relating positively the sloping pedestrian space to the edge of the Stadium; further, the Peter Street Bridge should act as a primary gateway to the Railway Lands with openings for views and light;

    c. the John Street/Tower Park edge: relating positively the required transitions in grade and pedestrian facilities both inside and outside of the Stadium;

    d. the rail corridor edge.

6. The architecture of the Stadium should emphasize and clearly express the two major public gateway entrances to the Railway Lands which occur at the Peter and John Street bridges of the rail corridor.

7. The architecture of the Stadium should emphasize and appropriately focus the two major axial vistas down the Esplanade toward the Stadium from the east and the west.

8. The architecture of the Stadium facade should reflect the complexity and variety of uses in the overall building.

9. The architecture of the Stadium should give visual interest to the extremely long continuous street walls by establishing a rhythm of well articulated vertical subdivisions of the facade at the mid and high levels of the Stadium. At the lower levels, within the subdivisions, more finely detailed elements relating to the scale and activities of pedestrians should be provided.

10. The architecture of the Stadium should convey wherever possible information about the major circulation patterns within the building. Where required, use signage consistent with the architecture, to further instruct the public re particular destinations.

Pedestrian Amenities

1. Provide for the development of a high quality pedestrian environment throughout the precinct. Utilities should be organized within all street allowances to permit the planting of trees in an alignment adjacent to the curb (90 cm setback).

2. Where warranted by anticipated pedestrian flows provide for comfortable weather protected routes. In the case of the Stadium it is desirable to have a covered pedestrian route encompassing the entire perimeter of the building with a minimum dimension of 3.5 m and a dimension of 8.0 m for as much of the length as is achievable.

3. Provide for pedestrian scale street lighting on all streets in the Precinct. Where large roadway dimensions make pedestrian scale roadway lighting impractical a two tiered lighting system shall be permitted.

4. All sidewalk areas must accommodate street trees, generally spaced at an interval not exceeding 7 metres on centre.

5. The Precinct submission should provide for an appropriate level of street furnishings provided for the comfort of pedestrians. Included are: benches, drinking fountains, bicycle racks, trash receptacles.

6. Where feasible, provide pedestrian access through the ground floor of all major buildings in the Precinct by way of appropriate mid block connections (this criteria does not apply to the Stadium).

7. Provide for adequate pedestrian access to the proposed Stadium. A detailed analysis of anticipated pedestrian movements related to Stadium operation and the proposed solutions must form part of the Precinct submission.

8. Where the Stadium shares a common perimeter with the Esplanade, West Plaza, Tower Park and John Street Corridor, provide for retail and other public uses to animate the edges of those spaces. While these areas may open into the interior concourse of the Stadium during events at the Stadium, it is an objective that they have public access from the exterior at all other normal business hours.

9. The program for the Stadium should allow for a variety of other uses complementary to the Stadium function itself including ancillary and complementary uses to the Metro Toronto Convention Centre. There should also be other public exhibition spaces, office space, eating facilities and retail space making the whole complex more active during the periods of non-stadium use.

10. The program for the Stadium and for other buildings in the precinct should incorporate a variety of major works of public art in appropriate locations within the Stadium and/or in public spaces around the Stadium.

11. Use lighting of the architecture to reinforce the presence of the Stadium as a major urban building. Use compatible lighting on flanking buildings to reinforce the Esplanade "Sweep".

APPENDIX 3

The following responses have been received to date to CN's Precinct "A" Rezoning Application.

1. Letters received from G. H. Geddis, Toronto Terminals Railway

(a) Letter dated December 30, 1985

> "You wrote to me in September requesting comments relative to the IBI Group's Precinct "A" Submission and its Environmental Report which your department is currently reviewing.
>
> Following are the Toronto Terminals Railway's comments concerning the submission.
>
> 1. Page 9 - Stadium Pedestrian Access - CN Express building, and Page 14 make similar reference to Plan S3C indicating that the CN Express building can be utilized for pedestrian circulation and linkage to GO Platforms and Union Station. Methodology of the connection with Union Station and for the GO Platforms has to be negotiated in light of T.T.R.'s concerns regarding pedestrian control problems, safety of people and security. Consideration must be given to segregating public pedestrian traffic from office employee traffic.
>
> 2. Page 13 - Reference to sanitary sewage gathered in the Precinct and being pumped to the Front Street main sewer. The location of the line across T.T.R. property, specificiations, and the method of installing same will have to be negotiated with T.T.R. These installations must be covered by Agreement and would be subject to rental charges for occupancy of T.T.R. property.
>
> 3. Page 15 - Reference to possible GO Transit stop west of Spadina in the Bathurst North GO yard. Adequate enclosures for access routes and platform facilities will have to be provided to ensure T.T.R. concerns regarding safety of passengers and security are satisfied. Also, previous studies by other agencies have been made which outline the possibility of a DRT line along Front Street as well as improvements, reconstruction and extension of Front Street westerly which would overcross the rail corridor west of Bathurst Street. These proposals must be consdered in light of their affect upon the GO

Transit stop proposal. T.T.R. will respond to specific proposals when they are made.

4. Reference is made throughout the submission to overbridges at John Street, Peter Street and other various locations. Toronto Terminals Railway will not permit columns to facilitate these structures within the railway corridor. T.T.R. may also have a problem with respect to the visibility of signals, construction and maintenance requirements, snow control and removal if too many structures are built. The proposal overcrossings should be superimposed upon a T.T.R. corridor track and signal plan in order to evaluate their impact upon the safety of our operations and our future rail plant operational requirements.

5. With respect to pedestrian bridges and road bridges, T.T.R. require that there will be a suitable horizontal covering applied to prevent objects being thrown onto the trafks. Any illumination devices/fixtures on these structures must not adversely affect visibility in the rail corridor.

6. The environmental report should not be limited to just Precinct "A" but rather should study the overall effect of planned development on the rail corridor. T.T.R. is concerned about the impact that proposed structures over and/or adjacent to the railway corridor will have upon snow control and therefore, our ability to operate efficiently. Suggest that the Developer should be responsible for incorporating this type of environmental evaluation in its design and development process. Snow studies should include snow and ice accumulations on the dome, especially if and where the dome overhangs the rail corridor.

   The shadowing studies excluded the overhead bridges. With the dome structure and the existing and proposed overhead bridges, crossing the rail corridor, a strobing effect may be created (with regards to visibility) in moving from light to dark sections, etc. These concerns should be addressed.

   Architectural design should be addressed. Glare from the dome structure, lighting arrangements, etc. may affect visibility in the rail corridor.

> Any proposed high voltage electrical systems under/over crossing or in the proximity of the rail corridor should be addressed, in that the railway signal and communciations systems may be affected.

Minimum clearance requirements for overhead bridges must be firmly establihsed. It is the T.T.R.'s position that vertical clearance of 23.5 feet from top of rail and side clearance of 11.0 feet from centre line of track plus allowance for curvature and superelevation is acceptable provided that the visibility of signals is not compromised or obscured. If signals were to be compromised or obscured, the developer would be responsible for the cost of any changes/relocation that would be considered necessary by the T.T.R. to overcome the problem. Clearance criteria for any other forms of over building (eg. Domed Stadium) will have to be addressed as separate and individual issues.

As more detailed plans are developed, I would appreciate being informed so that the T.T.R. is afforded the opportunity to make further comment regarding their acceptability in light of our ability to continue to operate in an efficient manner.

(b) Letter dated November 25, 1985

"Toronto Terminals Railway was one of the agencies to which the CN Real Estate submission on the development of Precinct "A" was circulated. Included in the precinct plan was a proposal for a wider pedestrian bridge at John Street and a new road crossing on the Peter Street alignment above the rail corridor.

This is to advise that these crossings are acceptable provided that support columns to facilitate these structures are not within the railway corridor and minimum vertical clearances of 23.5 feet from top of rail are maintained. Vertical clearance in excess of minimum may be required at either location dependent upon the impact that the design would have upon TTR operations and environmental considerations. Accordingly, I stress the importance of having the developer consult with TTR during the preliminary design stage so that the important relative factors will be addressed."

2. Letters and memorandum received from Mr. R. M. Bremner, Commissioner of Public Works

(a) Letter dated November 25, 1985

"Recommendation No. 24 in my report of October 18, 1985, to you, respecting the above, calls for the provision of a 20 m (66 foot) minimum right-of-way for all local streets.

During the meeting of November 19, 1985, in the offices of Blake, Cassels and Graydon, Mr. Vardin of my staff agreed, on the basis of technical arguments presented, that the east-west portion of the proposed "U" street serving the new Metropolitan Toronto Pumping Station can have a 15 m (50 foot) right of way.

Accordingly, Recommendation No. 24 in my October 18, 1985, report can be modified as follows:

> "Provide a 20m (66 feet) minimum right-of-way for all local roads, save and except for the east-west portion of the proposed "U" street required for the servicing of the Metropolitan Toronto Pumping Station, which can be 15 m (50 feet) in width."

(b) Memorandum dated October 18, 1985

"Comments:

The Precinct 'A' Submission by the IBI Group on behalf of CN Real Estate is for the construction of a Dome Stadium, some 150 000 square metres of non-residential space and about 260 residential units.

As you know, members of my Department have been involved, on an ongoing basis, in the review of the proposed transportation and municipal services (streets, storm and sanitary sewers and water supply) and have collaborated with your staff in the development of proposed cost sharing formulas, phasing and the Memorandum of Conditions. I am forwarding the following comments as an update and confirmation to these aforementioned discussions. In this regard, I would also refer you to my recent letters of July 29, 31 and August 7, 1985, concerning the Memorandum of Conditions which, with the events of the last few months, have become the focus of my comments and which establish the context for the comments that follow.

My comments on the Precinct 'A' Submission will be discussed under the general headings of Engineering Services, Environmental Report and Transportation.

1. Engineering Services

I would note that detailed comments pertaining to the proposed system of storm sewers, sanitary sewers and watermains were forwarded to Mr. C. Beach of the IBI Group under date of May 8, 1985, in response to their submission of a preliminary draft of the required Engineering Services Report.

All design drawings and calculations for services to be assumed by the City must be in accordance with the appropriate City of Toronto specifications, in metric, certified by a Qualified Municipal Consulting Engineer and approved by me. The sewers and watermains on private property servicing more than one building must also be designed by a Qualified Municipal Consulting Engineer and obtain the required Ministry of the Environment approval. In addition, the location of services within the road allowance shall be in accordance with the suggested location plan of the City of Toronto Public Utilities Co-ordinating Committee.

(a) Storm Sewer System

The existing storm sewer system east of Spadina Avenue is not adequate to accommodate storm runoff from the proposed development and a new storm sewer outlet into the Harbour is required. Storm runoff, west of Spadina Avenue, can be accommodated by the existing trunk outlet storm sewer system. The attached Figure 1 - General Scheme Storm Drainage for Proposed Development on Railway Lands (October 1985), indicates the manner in which storm runoff from the development of the Railway Lands will be accommodated. This drainage scheme is the only practicable way to approach the storm drainage requirements of the Railway Lands taking into consideration the constraints that exist in regard to securing access to the Harbour for the construction of new storm trunk sewer outlets.

As in previous submissions, the IBI Group proposes that existing sewer facilities should be used to provide interim services and connections required to facilitate the development of early precincts. I confirm again that the existing storm sewers are not capable of accepting any flow from the redeveloped Railway Lands and that new storm sewer facilities must be constructed and be in operation before any new buildings can be occupied. All references, therefore, to interim solutions or connection schemes must be deleted from the report.

I note that the design and construction of the John/Rees Street storm sewer outlet has been included in the proposed servicing plan and is scheduled for design beginning November 1985, tendering in April 1986 and completion by March 1988. I would recommend that the design of this outlet be undertaken by a Qualified Municipal Consulting Engineer with pertinent experience in tunnel construction in rock. The selection of this consultant to be subject to my approval.

There will also be a requirement to pump storm drainage from areas depressed in relation to the road (e.g. the stadium field or some parts of the railway corridor).

I have received detailed design calculations from the IBI Group under separate cover and shall discuss these details directly with same as my analysis and review continues.

(b) Sanitary Sewer System

The sanitary sewer system and especially the sanitary sewage pumping stations at Strachan Avenue and Scott Street are not adequate to serve the development (except for a portion of the development west of Portland Street). Consequently, the new pumping station, forcemain and sanitary sewer collectors must be constructed and be in operation before the Dome Stadium or any new buildings can be occupied.

A previous submission showed the lands west of Portland Street, north of The Esplanade West as parkland. The parkland has now been moved east of Portland Street and the area west of

Portland Street is to be developed as medium density, mixed commercial residential. This would increase flow to the sanitary sewer on Bathurst Street and the Strachan Avenue Pumping Station. Furthermore Exhibit 7.2 shows certain lands east of Portland Street to be drained westerly towards Bathurst Street. This increase of sanitary flow to the Strachan Avenue Pumping Station can not be accommodated. I will be discussing an appropriate reduction of the drainage area with the IBI Group. These discussions will also include further clarification required regarding drainage design details and the detailed design calculations which I received under separate cover.

The proposed location for the sewage pumping station south of the Stadium is acceptable however I would advise that unless the proposed pumping station is sized appropriately to allow for the servicing of the lands to the east, a separate pumping station will be required east of John Street.

As per the discussion on the storm sewer system, all sanitary drainage from subsurface areas (e.g. basement and low lying areas within the Dome Stadium site) must be pumped.

(c) Watermains Systems

I will be requesting that Metro provide for a new direct connection to the new John Street Pumping Station thus eliminating the need for the proposed connections across the rail corridor to the existing system on Front Street.

The sizing of this system will be subject to further detailed review and must be confirmed by hydraulic calculations (preferably computerized). I will be discussing these design details directly with the IBI Group.

(d) Site Grading and Overland Drainage

The construction of most of the proposed road system on embankments is acceptable to me, subject to providing positive drainage from properties to be developed to at least one of the abutting streets. As stated in (a) and (b), above, drainage from any area depressed relative to the roadway must be pumped.

I note however, that the 'U' loop, south of The Esplanade and west of John Street indicates a surface elevation of +76.50 m. Considering that maximum lake level is at 75.60 m, adequate drainage cannot be achieved unless surface elevations are raised or the storm drainage system is revised.

In general, road grades can only be approved after detailed hydraulic calculations of the proposed storm sewer system within the site have been submitted, reviewed and approved by me.

2. Environmental Report

(a) Noise and Vibration

I am satisfied with Valcoustic's Environmental Report. Although existing and future noise levels are relatively high, sound isolation techniques required to meet acceptable levels appear practicable, even for residential buildings.

The Environmental Agreement and the approval process must include a requirement for each individual project to submit a Noise Impact Statement for my approval.

(b) Subsoils Investigations and Contaminant Studies

All 18 priority contaminants identified by the Ministry of the Environment in the Lakefill Quality Guidelines have been analyzed.

Due to the variability of soil consistence and contamination, I recommend that the Environmental Agreement and the approval process include provision that any future applicant for development of individual projects has the terms of reference for each Soil and Groundwater Quality Management Programme approved by the Ministry of the Environment prior to any building permit being issued by the City and that evidence of this approval must be submitted to me.

Due to possible high sulphate and chloride contaminations, underground structures (e.g. concrete or steel) require adequate protection against aggressive soil conditions (e.g. coatings, imported backfill, etc.).

3. Transportation

Our joint October 1983 response to the Central Waterfront Transportation Study establishes the framework for the continued development of transportation infrastructure within which the Railway Lands can be developed. While all of these issues have not been resolved, our continued co-operative effort should ensure that a comprehensive transportation plan can be developed and implemented as the phased development of the Railway Lands occurs. A key issue in this regard will be the need for a concerted and sustained effort to seek ways of inducing or regulating modal split in favour of transit while maintaining (as a minimum) the existing levels of service/operation on the road system.

The majority of the following comments were provided to Messrs. Stewart and Shaw of your Department during the preparation of your report in response to the motions adopted by Council at its meetings of June 17 and 21, 1985, (as it relates specifically to the Dome Stadium). However, due to the importance of a number of these issues, I will reiterate them so that this response provides a comprehensive update on these matters.

One of the fundamental considerations in the development of Precinct 'A' is that the dominant use, the Dome Stadium, must be realized within the context of an "Urban Environment". The key to the successful operation of the Dome, from a transportation viewpoint, is the encouragement of the utilization of the transit system by a majority of its patrons.

It is on this basis that I will discuss the issues of parking, transit infrastructure, charter buses, roads infrastructure, pedestrian requirements and monitoring programmes.

(a) Parking

As a deliberate policy initiative to encourage greater transit use, I would recommend a very minimal amount of on-site parking for the Dome. In our previous discussions on this matter, we agreed that 300-500 parking spaces might be appropriate to accommodate the parking needs of the V.I.P.s, handicapped, participants and other necessary vehicles. I would suggest that the low end of this range would be the most appropriate, however the final determination should be the subject of a further detailed review once the Stadium design details are known.

In this regard, the submission is relatively vague. While Exhibit 5 indicates about 300 spaces being provided initially, none of the plans indicate precisely where these spaces are located and what access provisions are going to be made. In my opinion the permanent location and access provisions for these parking spaces must be identified and secured in the Precinct agreement.

It is imperative that we take advantage of the "shared-use" parking concept in establishing a parking strategy for the Dome. It is only in this way that manageable peak traffic conditions can be achieved and the potential conflict with commuter parking pressures in the Downtown avoided. Significant on-site parking will only encourage commuter parking and increases in auto travel and congestion in the downtown.

To complement the above policy initiatives, I would recommend the development of a marketing and public relations programme to stress the advantages of using transit to travel to the Dome while also indicating the unavailability of on-site parking. Further initiatives to formally co-ordinate the off-site parking to the Dome events should be developed as contingency plans and implemented only after a review of the initial event operations at the Dome. Some general off-site parking information should, however, be part of the initial marketing and public relations programme.

The parking requirements for the other uses in Precinct 'A' should be in accordance with By-law No. 236-83 although in light of the preceding discussion, I would recommend the application of the minimum standards. I acknowledge that the parking supply generated by these other uses could be utilized by Stadium patrons however with the probable time lag in these developments and a concerted pro-transit plan, the impact of these spaces should be minimized.

(b) Transit Infrastructure

In the long term, I anticipate that the north-east subway extension commonly referred to as the Downtown Relief Line, coupled with some form of transit on The Esplanade West, will supply the additional major transit services to the Dome Stadium and Precinct 'A'.

In the short term, I would recommend three major initiatives to augment the existing transit network in the area. Specifically, these would include:

(i) the establishment of a GO station/concourse as an integral part of the Stadium (possibly utilizing the GO ALRT right-of-way) or, as suggested in the Submission, at Spadina Avenue;

(ii) the implementation of the Spadina LRT/streetcar; and

(iii) a determination of and agreement on the improvements that may be required at St. Andrew and Union Stations to accommodate the anticipated crowds.

The development of a new GO station at the Stadium and integrated via a concourse to the lower levels of the Dome could help immensely in relieving the conflicts/pressures at and leading to Union Station by dispersing the loading over two stations. The new station would also act as an incentive for people to take transit (not only for the Dome but for the entire area) since they would be dropped off right at the Stadium. The alternative suggested in the Submission of having the GO station at Spadina Avenue is acceptable provided that good pedestrian connections can be developed and secured. In addition, if the anticipated level of GO Transit ridership to the Stadium is to be accommodated, agreements with GO Transit regarding service expansion requirements must be secured.

The implementation of an LRT/streetcar on Spadina Avenue would encourage a greater transit modal split to the Stadium and the surrounding development in the Railway Lands. However, the Spadina LRT/streetcar should be supported within the context of the entire corridor needs and not solely on the basis of the Dome Stadium or Railway Lands (Spadina Sub-Centre). In the event that the Spadina LRT/streetcar is not in place for the opening of the Dome Stadium, the TTC should be requested to provide service to the Stadium using the Spadina bus and the looping (via Clarence Square - Peter Street) suggested in the Submission (page C-7). I do feel however, that the loop may not be able to extend south of Front Street via the Peter Street extension since the Submission suggests that this section of roadway will be closed during Stadium events to facilitate pedestrian movements. An exclusive bus operation utilizing Spadina Avenue and The Esplanade West might be possible but I would request further clarification on this matter from IBI.

There will be a significant volume of people wanting to utilize the St. Andrew and Union Stations during an event at the Stadium. It is currently acknowledged that, with the development of the Railway Lands and the Central Area in general, there will be additional pressures and conflicts at Union Station. Accordingly, I would recommend an immediate determination of improvements that are required at Union Station and St. Andrew Station with the objective of securing an agreement with respect to the improvements that should be made in conjunction with the development of the Dome Stadium and Precinct 'A'. This should be undertaken concurrently with the establishment of a new GO station at or near the Stadium since this would have a significant impact on pedestrian movements and general pedestrian distribution.

(c) Charter Buses

Another very important consideration that is not clearly defined in the Submission relates to the operation of charter bus services. The Submission (page C-13) states that "sufficient bus parking for the expected demand can be provided in this area." It is further noted that "for baseball games, 35 to 40 buses are expected. For larger events accommodation for over 100 vehicles will be provided." The Submission however, does not identify where this permanent charter bus parking is going to be accommodated or what access provisions will be made for this important service.

As per our previous discussions and in light of the "pro-transit" policy initiatives we are both supporting for the Dome, I would recommend that permanent provision for the handling and parking of a minimum of 125 charter buses be made at the site. As in the case for the limited on-site parking that I am recommending, the charter bus parking must be an integral part of the Stadium site design and layout. In addition, I would also recommend that special provisions in the site layout be made that will allow the charter services special, direct access to the Stadium. This could be achieved by means of reserved lanes leading into the Stadium (for example, along The Esplanade West, John Street and Simcoe Street) with a special drop-off area at the south-west corner of the Stadium at which point the arriving charter buses would be assigned a special reserved, numbered parking location. The parking, loading and unloading of charter buses on the local streets in the area, as suggested in the Submission, is not acceptable.

(d) Road Infrastructure

The Submission (page C-6) outlines the basic road system that the applicants propose to have, in place on the opening day of the Stadium. These elements include the following:

(i) The Esplanade West, west from the stadium site, (John Street) to a connection with Spadina Avenue (using the northern east-west street as a connection until Spadina Avenue is reconstructed);

(ii) improvement of the John Street access from Lake Shore Boulevard;

(iii) the development of a new connection, the Peter Street bridge, across the railway corridor to the north;

(iv) the northern east-west street connecting Peter Street to Spadina and the north-south road connecting both of these to The Esplanade; and

(v) the first section of the "U" road south of The Esplanade which will provide access to the Metro Pumping Station.

I am in agreement with the road infrastructure item Nos. (ii) to (v) inclusive above. However, there are three major additional road infrastructure elements that must also be in place on the opening day of the Stadium. Specifically these are:

(vi) a reconstructed Spadina Avenue bridge/road between Front Street West and Lake Shore Boulevard West;

(vii) The Esplanade West connected to the reconstructed Spadina Avenue bridge and extending easterly to Simcoe Street; and

(viii) Lower Simcoe Street from The Esplanade West to Lake Shore Boulevard West.

These facilities are required to provide an adequate road system to service the development of Precinct 'A' in general and the Dome Stadium in particular. I make these recommendations not solely on the basis of traffic capacity but also from a functional and operational viewpoint. The basic road infrastructure that I am recommending will ensure adequate road infrastructure to accommodate the efficient operation of the Dome and access to the remaining development while minimizing the future disruption of activities in the Precinct that would materialize with the delayed, future construction of these basic elements.

In particular, the Spadina Avenue bridge reconstruction is the primary example of these aforementioned considerations. It is acknowledged that there are existing traffic capacity and operating deficiencies at the intersections of Spadina/Front and Spadina/Lake Shore and that the peak hour volumes on the bridge itself could justify a new 6 lane bridge today. To construct the Dome as proposed and initiate the phased implementation of the remaining development in Precinct 'A' and then plan for the reconstruction of one of the major entrances to this development and the Central Area as a whole is unacceptable. When the prospects of the Spadina LRT/streetcar are also considered and the advantages that such service could bring to meeting the objectives of the City in regards to increased shifts in modal split to the Central Area in favour of transit and the "pro-transit" policies for the Dome, further impetus is added to securing the reconstruction of the Spadina bridge as an essential requirement for the development of this Precinct. I would note that the road infrastructure that I am recommending is consistent with the principles and statements included in By-law No. 610-85 adopted by Council to give effect to the Part II Plan for the Railway Lands.

While the Submission does not include the Spadina Avenue bridge reconstruction as part of the initial infrastructure (page C-6), the need to reconstruct the bridge is acknowledged on pages B9-B10. Indeed, Exhibit 7.4A proposes a design and construction schedule which shows completion of a reconstructed Spadina bridge by October 1988.

I am also concerned about the proposed John Street connection to Lake Shore Boulevard as outlined in the Submission. The analysis presented on page C-24 and Exhibit 11 does not consider the fact that John Street will be extended to Queens Quay (included in my programme for 1986). The analysis should be redone to confirm that this intersection can in fact be made to function properly as a 4-way intersection including the added consideration of the pedestrian requirements. I would also request that the details of the proposed construction of an additional right turn southbound lane on John Street be submitted for my review and approval. Needless to say the intersection operations analysis should also include this aspect of the proposal. These types of concerns and constraints are a further reason why I am recommending that the initial road infrastructure include Lower Simcoe Street and The Esplanade West from Simcoe Street westerly to the reconstructed Spadina bridge.

On a more detailed note, I would recommend that the minimum right-of-way for any local road be 20 m (66 feet) and not the 15 m (50 feet) shown in the Submission plans. Moreover, while a 30 m (100 feet) right-of-way for The Esplanade West would appear adequate at this time, I would advise that the final determination of this R.O.W. requirement is dictated, to a great extent, (assuming the road width and sidewalk/boulevard dimensions are as shown) by the type of transit to be provided on this roadway. If for example, an LRT/streetcar service is to be developed in the area shown as median, the 5.5 m (18 feet) currently indicated on Drawing S3B and page B-11 would be insufficient. However, if a mixed flow bus operation is the long term objective, the right-of-way, as shown, is adequate. Further clarification on the ultimate transit operating strategy for The Esplanade West, (recognizing the proposed Spadina LRT, Harbourfront LRT and Downtown Relief Line) is therefore required in order to finalize the right-of-way requirements.

(e) Pedestrian Requirements

The development of pedestrian facilities associated with the Dome require critical consideration. These facilities are especially important due to their influence on the use of transit, the distribution of patrons to the parking areas around the Stadium and the minimization of impacts on adjacent uses (e.g. CBC development, Royal Bank etc.). The establishment of good pedestrian links will be especially important in the initial stages of development. In this regard the critical pedestrian links are the John Street bridge, the Peter Street bridge, a pedestrian connection to the GO station at or near the Stadium, the development of at least one and preferably two major east-west routes to Union Station (possibly the route along the back of the Convention Centre and through the CN Express Building across York Street or along the south side of the rail corridor and across the rail corridor at Simcoe Street again using the Express Building and crossing York Street or The Esplanade West to Simcoe and across the rail corridor in the same way as the other noted alternatives) and connections to the reconstructed Spadina bridge/road which facilitate the interface with the proposed Spadina LRT/streetcar. The Precinct Agreement must secure arrangements for the provision of these pedestrian facilities as part of the opening day infrastructure for the Dome Stadium.

It is my understanding that there is some doubt about the availability of the route behind the Convention Centre. If this route can not be secured at least one of the other two suggested routes south of the rail corridor must be implemented. I do not accept the statement on page C-19 that "if this route is not available then the pedestrian flows assigned to this route will be added to those on Front Street." This is an unacceptable proposition. As I noted in the section of road infrastructure, these recommendations are consistent with the principles and statements included in By-law No. 610-85 adopted by Council to give effect to the Part II Plan for the Railway Lands.

(f) Monitoring Programmes

I consider it essential that a specific monitoring programme be developed by our Departments in co-operation with the TTC, Metro and the Stadium Corporation, to review the transportation impacts of the Stadium's initial year of operation. In this way, steps can be taken to change and improve the operations based on actual operating experience.

I would also advise that I am reserving comment on the proposed construction schedules included in the Submission and the Memorandum of Conditions as Schedule D pending confirmation of the provision of the infrastructure requirements discussed in this report.

Recommendations:

I recommend that the owner/applicant be required to:

1. Select, in consultation with the Commissioner of Public Works, a Qualified Municipal Consulting Engineer to undertake the design and field supervision of all municipal services;

2. Submit all design drawings and calculations for services to be assumed by the City to the Commissioner of Public Works for approval and that these be in accordance with the appropriate City of Toronto Specifications, in metric and certified by a Qualified Municipal Consulting Engineer;

3. Prepare for submission, through the Commissioner of Public Works, the necessary applications to the Ministry of the Environment for any sewers and watermains on private property servicing more than one building and ensure that these services are designed by a Qualified Municipal Consulting Engineer;

4. Locate services within the road allowance in accordance with the suggested location plan of the City of Toronto Public Utilities Co-ordinating Committee;

5. Design the storm drainage system for the Railway Lands and Precinct 'A' on the basis of the attached Figure No. 1 - General Scheme Storm Drainage for Proposed Development on Railway Lands dated October 1985;

6. Delete all proposals for and references in the Submission to interim solutions or connections for servicing the development of Precinct "A";

7. Construct and have in operation all new storm and sanitary sewer facilities, as directed by the Commissioner of Public Works, prior to any new buildings (including the Dome Stadium) being occupied;

8. Provide for the pumping of all storm and sanitary drainage from subsurface areas or areas depressed in relation to the roads;

9. Develop the watermain system on the basis of the implementation of a new direct connection to the new John Street Pumping Station and confirm the sizing of this system by means of computerized hydraulic calculations to the satisfaction of the Commissioner of Public Works;

10. Provide positive drainage from properties to be developed to at least one of the abutting streets;

11. Finalize the road grades following approval of the detailed hydraulic calculations by the Commissioner of Public Works;

12. Submit a Noise Impact Statement for each individual project in accordance with City Council's requirements;

13. Obtain and submit to the Commissioner of Public Works, evidence of approval from the Ministry of the Environment for the terms of reference for each Soil and Groundwater Quality Management Programme to be done for any future development application of individual projects prior to any building permit being issued by the City;

14. Submit evidence to the Commissioner of Public Works that underground structures have been designed with adequate protection against aggressive soil conditions;

15. Provide a maximum of 300 to 500 parking spaces (the final determination subject to further detailed review once stadium design details are known) in a permanent location on the Dome Stadium site for V.I.P.s, handicapped, participants and other necessary vehicle parking and identify the location and access provisions for these spaces;

16. Develop to the satisfaction of the Commissioners of Planning and Development and Public Works, a marketing and public relations programme stressing the advantages of using transit to travel to the Dome Stadium while also indicating the unavailability of on-site parking and general information on off-site parking locations;

17. Comply, on an overall project basis, with the minimum parking standards of By-law No. 236-83;

18. Secure an agreement with the appropriate authorities, for the establishment of a GO station/concourse as an integral part of the Stadium, or as suggested in the Submission, at Spadina Avenue and any GO service expansion that may be required to service the Dome Stadium and the rest of Precinct 'A';

19. Provide clarification on the possible routing of the Spadina bus in the event that the Spadina LRT/streetcar is not in place for the opening of the Dome Stadium;

20. Determine and secure agreement for the improvements that will be required at Union Station and St. Andrew Station as a result of the development of the Dome Stadium and Precinct 'A';

21. Provide and maintain space for the storage, handling and parking of a minimum of 125 charter buses on the Dome Stadium site including special provisions in the site layout to allow the charter services special, direct access to the Stadium;

22. Construct and place in operation, to the satisfaction of the Commissioner of Public Works the following road infrastructure by the opening day of the Dome Stadium:

    (i) a reconstructed Spadina Avenue bridge/road between Front Street West and Lake Shore

Boulevard West including all underground municipal, utility services and street lighting;

(ii) The Esplanade West connected to the reconstructed Spadina Avenue bridge and extending easterly to Simcoe Street including all underground municipal, utility services and street lighting;

(iii) John Street from The Esplanade West to Lake Shore Boulevard West including the improved channelization at Lake Shore Boulevard West, all underground municipal, utility services and street lighting and a new storm sewer outlet to the Rees Street Slip for the drainage of Precinct 'A' and the Railway Lands as indicated on Figure No. 1 - General Scheme Storm Drainage for Proposed Development on Railway Lands dated October 1985;

(iv) Lower Simcoe Street from The Esplanade West to Lake Shore Boulevard West including all underground municipal, utility services and street lighting;

(v) The Peter Street extension and bridge from Front Street West across the rail corridor including all underground municipal, utility services and street lighting;

(vi) The new local east-west road immediately south of the rail corridor connecting the Peter Street extension to the reconstructed Spadina bridge/road and the north-south local road connecting both of these to The Esplanade West including all underground municipal, utility services and street lighting;

(vii) The first section of the local "U" road south of The Esplanade West including all underground municipal, utility services and street lighting so as to provide access to the Metro Pumping Station;

23. Submit for the review and approval of the Commissioner of Public Works, a traffic operations analysis (including a possible signal phasing plan)

of the John Street/Lake Shore Boulevard West intersection taking into account a 4-way intersection operation and the added consideration of pedestrian requirements and including details/plans of the proposed construction of an additional right turn southbound lane on John Street at Lake Shore Boulevard West;

24. Provide a 20 m (66 feet) minimum right-of-way for all local roads;

25. Provide clarification on the proposed ultimate transit operating strategy for The Esplanade West in order that the right-of-way requirements can be finalized and approved;

26. Construct and place in operation, to the satisfaction of the Commissioners of Public Works and Planning and Development, the following pedestrian infrastructure/system (in addition to the existing and proposed sidewalk system) by the opening day of the Dome Stadium:

    (i) the John Street Pedestrian Bridge across the railway corridor as detailed in the Submission;

    (ii) the Peter Street bridge across the railway corridor as detailed in the Submission;

    (iii) a pedestrian connection to the proposed GO station at or near the Stadium;

    (iv) at least one and preferably two major east-west routes to Union Station as detailed in this report; and

    (v) connections to the reconstructed Spadina bridge/road which facilitate the interface with the proposed Spadina LRT/streetcar."

N.B. Attached drawing on file with the Commissioner of Planning and Development

3. Letter from P. P. Kole, Co-ordinator of Planning, Metropolitan Separate School Board dated October 4, 1985.

"The Metropolitan Separate School Board received for comment in May 1985 the report "Railway Lands Precinct "A" By-law Supporting Documentation". At its meeting of 20 June 1985, the Board approved the following resolution:

> "That the City of Toronto be requested to ensure that traffic and environmental studies regarding Precinct "A" reflect the health and safety needs of students in this area."

"After reviewing the above documents, there is one potential area of concern. In view of the school site(s) to be designated in the Bathurst-Spadina Neighbourhood, there is concern with respect to stadium traffic and vehicular parking spilling over into the residential area west of Spadina Avenue thereby creating a safety hazard for the school children and local residents.

What measures will be undertaken to prevent stadium traffic from overflowing onto residential streets and possibly directly in front of any future school sites?

Your consideration of this matter is greatly appreciated."

4. Report to the Board of Health from Dr. A. S. MacPherson, Medical Officer of Health, dated October 7, 1985: Approved by City Council on October 22, 1985.

"Comments:

In accordance with Section 9 of the Part II Official Plan for the Railway Lands, a precinct Environmental Report must be prepared by the developers in consultation with the Ministry of Environment and the Toronto Board of Health. The Environmental Report forms the basis for an Environmental Agreement, which should "...contain provisions sufficient to ensure that the safeguards and measures set out in the Environmental Report are adequately secured." (Official Plan, Part II Railway Lands, Section 9.2).

The first precinct in the Railway Lands to be developed will be the one containing the site of the future domed stadium. This area is designated as Precinct "A". The precinct is located immediately to the west of the CN Tower, and will include, in addition to the domed stadium, two million square feet of commercial development (office and retail) and 259 residential units.

An Environmental Report, prepared for the proponent - CN Real Estate -- by a consortium of consultants, was submitted to the Department of Planning and Development. I was asked by the Commissioner to review this document to facilitate drafting of a final report and Zoning By-Law for presentation to the Land Use Committee on December 18, 1985.

The Environmental Report has been reviewed by my staff. The following specific comments on the Environmental Report are organized by chapter headings.

Noise and Vibration

Pages 4 and 5: There is discussion about meeting noise criteria by constructing sealed buildings, both residential and commercial. Because of the frequent association of sealed building designs with inadequate indoor air quality, I believe that, at a minimum, designs for all new construction should reflect careful consideration of maximizing fresh air supply in sealed buildings. Ideally, however, natural ventilation is preferable to mechanical, especially for residential buildings.

Pages 8 and 13: Given my longstanding concerns about the need for housing in the Railway Lands, I cannot support the proposed strategy of delaying development of residential uses to avoid noise conflicts arising from lack of a permanent roof for the stadium. I suggest that other strategies for dealing with this issue be considered, and that residential uses be developed concurrently.

Preliminary Microclimatic Studies

This chapter deals with meteorology (wind, sun/shade) and air quality. Overall, the air quality analysis is incomplete:

> We know that particulate pollution exceeds Ministry of Environment criteria in the area of the Railway Lands. Yet the report considers only gaseous pollutants and does not deal with particulate pollution, which has been identified as a concern by the Munn report (November, 1983), by Delcan's Environmental Overview Study (November, 1984), and by my March 11, 1985 memo (attached).
>
> The simulation involving traffic emissions is limited to traffic effects from the Gardiner Expressway, and ignores other major transportation arteries as sources (Delcan's Environmental Overview Study, estimated increases in traffic emmissions from several transportation sources in and around the Railway Lands).
>
> The analysis does not take account of point sources of pollution which might effect Precinct "A" (Toronto Refiners and Smelters and Toronto Terminal Railways Boilerhouse, both are identified in Delcan's Environmental Overview Study as significant point sources).

In my view the air quality analysis needs to be expanded. At a minimum the air quality analysis should address the issues raised above. To obtain reasonable estimates of particulate pollution and its sources size spectrum and content analyses will need to be undertaken, preferably using data from both summer and winter seasons. Having said this, I wish to emphasize that it is equally important to estimate future levels of gaseous pollutants with reasonable accuracy. Therefore all transportation and point sources should be included in modelling these pollutants. (I recognize the difficulties inherent in developing accurate predictive models. I believe that it is important to validate predictive models by comparing their estimates to actual, observed levels, over time. I would hope that as development of the Railway Lands proceeds over the next two decades, predictive models derived now will be repeatedly tested against actual air quality and updated accordingly.)

Ideally, as I have stated elsewhere (e.g., my March 11 memo to Commissioner of Planning and Development) a comprehensive study of pollution sources impinging upon the entire Railway Lands would be the optimal approach to understanding the relative contributions of various sources to observed ambient concentrations and to developing mitigation measures that will ensure compliance with Ontario Ministry of Environment Air Quality Criteria.

Subsoils Investigations and Contaminant Studies

Page 19: Conclusions 11 and 12, concerning Soil and Groundwater Quality Management Programs during site preparation and excavation recommend that approval by the Ministry of Environment be required for the terms of reference of such Programs. I wish to suggest that as well the Medical Officer of Health for the City of Toronto Health Unit be consulted in these instances.

Stormwater Management and Stormwater Quality

I have a general comment to make about the treatment of these issues in the Environmental Report. I feel that the approach of evaluating water quality impacts on the Railway Lands Development on a precinct by precinct basis, without considering the larger context of the total development, has limitations. The effects of the development of each precinct on discharges into Toronto Harbour will be additive. To present analyses for each precinct in isolation gives an incomplete picture of water quality impacts of Railway Lands development on Toronto Harbour. The comprehensive approach taken in Delcan's Environmental Overview Study (pp. 6-8 and 6-9) on this issue is preferable and closer to the ecosystem approach advocated in the Great Lakes Water Quality Agreement. Future analyses of water quality impacts of Railway Lands development should adopt such an approach.

Having said this, I wish to express my support for the guidelines for stormwater management during construction that are proposed in this chapter. If they are adopted and implemented, then discharge of contaminants into the Harbour during construction should be minimized sufficiently.

Recommendations:

1. That the Board of Health request City Council to ensure that the Environmental Agreement for Precinct "A" requires that the air quality analyses of Precinct "A" be supplemented with

   a) size spectrum and content analyses of particulate pollution measured at Ministry of Environment monitoring stations proximal to the Railway Lands (Stations 31018, 31085, and 31004), with conclusions about sources and changes likely to occur as a result of development.

   b) contributions to gaseous pollutant estimates from all major transportation arteries in and around the precinct and from significant point sources; and

   c) suggestions for mitigation measures where appropriate.

2. That the Board of Health request City Council to ensure that the Environmental Agreement for Precinct "A" requires that the Medical Officer of Health be consulted concerning terms of reference for soil and groundwater quality management programs during excavation and construction in Precinct "A".

3. That the Board of Health request City Council to ensure that the Environmental Agreement for Precinct "A" includes the stormwater management guidelines proposed in the Precinct "A" Environment Report."

5. Board of Education for the City of Toronto

(a) Letter from Mr. E. N. McKeown, Director of Education, (undated) Received November 20, 1985

"This letter is written in response to your request for the Board's comments on the Precinct Plan, the Environmental Report, the Concept Plan and the draft Reference Plan of Survey for Precinct Plan "A".

The Board of Education decided, at its meeting of November 14, 1985, as follows:

(a) That the City of Toronto Planning and Development Department be advised that, insofar as the adequacy of school accommodation is concerned, the Board has no objection to the approval of the proposed plan; however, the Board has concerns about the need for more effective north-south pedestrian routes traversing the Railway Lands from north of Front Street and crossing the Gardiner/Lakeshore corridor to the Harbourfront and that the Board therefore suggests:

(i) That major pedestrian routes be developed on the east-west sides of the Dome Stadium, extending from Front Street through to extensions of John Streets south of The Esplanade. That these routes be designed to facilitate their use by wheelchair and bicycle traffic.

(ii) That the street system of Precinct "A" be developed to facilitate north-south pedestrian movement through the Railway Lands and traversing the Gardiner/Lakeshore corridor. Such routes can be located at Peter and John Streets plus the streets east and west of Peter Street. The rights-of-way and layout of these streets should correspond to the 66-foot street cross-sections proposed in the above report.

(iii) That in the By-law the right-of-way boundaries of the three north-south cross-connections west of John Street, be extended like John Street and as indicated on site plans Appendices "B", "C" and "D" respectively, all the way to the southern boundary of the Railway Lands, unlike what is shown on "Revised Draft Reference Plan of Survey", Drawing Number 30-85-063-3, and rubber-stamped "City of Toronto Planning and Development Department, September 20, 1985", to indicate to engineers and others of the future generations, that a basis of three north-south cross-connections is intended to be indicated here, not an east-west link along the Lakeshore-Gardiner corridor.

(iv) As proposed in the Submission to the Land Use Committee of the City of Toronto by the Board on August 14, 1985, two key pedestrian corridors occur on Peter Street and on the first north-south street west of Spadina

Avenue. The Board would suggest that these can be considered for ultimate extension across the Gardiner/Lakeshore corridor by means of pedestrian bridges below the Gardiner Expressway deck. It should be noted that the first street west of Spadina Avenue should be extened north to Front Street to permit through movement above this corridor.

(v) The Board would concur with the intention of preserving the High Line as open space, and would suggest that the above pedestrian routes traverse the High Line which can serve as a northern anchor for the pedestrian bridges.

(vi) The Board is very strongly in support of the concept of a Task Force to investigate the future status of the Gardiner Expressway. An important undertaking of this Task Force should be to investigate means of redesigning the access ramps to the Gardiner Expressway between Simcoe and Bathurst Streets in order to facilitate north-south pedestrian movement between the Railway Lands and Harbourfront.

(b) The Board, therefore, fully endorses the letter of October 21, 1985, forwarded to City Hall over the signature of the Associate Director of Education - Operations.

(c) That the Toronto Board of Education endorse the statement of purpose of STOP as a restatement of the Board's own position on appropriate development and on the application of the Official Plan to the Railway Lands in particular.

(d) That the Board staff (with the assistance of legal counsel as required) be authorized to work with the Coalition to Save Toronto's Official plan (and their counsel) to further the points of view expressed particularly on pages 16-26 and in general on the Railway Lands.

(e) That the Board urge City Council to revise the Railway Lands, Part 2 Plan, to make it consistent with the 1978 version of the City's Official Plan."

N.B. Attached drawings on file with the Commissioner of Planning and Development

(b) Letter from Mr. Ronald W. Halford, Associate Director of Education, Operations, dated October 21, 1985.

"Comments of the Board have been requested in connection with the Stadium Precinct Plan of the Railway Lands.

It is becoming clear that the total number of children resulting from the Harbourfront Development, including BATHURST-, SPADINA-, MAPLE LEAF-, JOHN- AND YORK QUAYS, will generate only about half of the number of elementary school age students required as a minimum for the desirable operation of a school.

Under these circumstances we understand from discussions with staff of the Metro School Board, that it would be difficult to recommend the provision of a school.

On the other hand, the development of the Railway Lands to the north of the Gardiner Expressway, just might generate the additional pupils necessary to justify an adequate-sized school.

It is becoming more and more clear therefore, that it is necessary to plan for the provision of safe NORTH-SOUTH student access between the Harbourfront and the Railway Lands and the city towards the north, if a school is to be located in one of the two developments.

The impact of these essential pedestrian and bicycle NORTH-SOUTH cross connections goes far beyond the necessity of access to a local school and penetrates deeply into the needs of the social fabric. It is necessary to enable student "Frank" living in the Railway Lands to communicate outside of his school hours easily by walking or on bicycle to and from the home of his friend, "Johny", of the same class living on the Harbourfront, if a social link is to grow up between them.

A main concern of the Board is to facilitate the safe student movement across the Gardiner-Lakeshore corridor between the Railway Lands and the Harbourfront in the Crucial stretch between John Street and the first street west of Spadina Avenue.

With respect to the proposed plan of precinct "A", we have discussed these matters with Mr. Ken Greenberg of your staff and we wish to comment as follows:

(a) It should be possible to negotiate by wheelchair and bicycle the north-south cross connections east and west of the proposed Stadium.

(2) The north-south roads linking Harbourfront and Railway Lands should be designed for 66 feet rights of way with wide pedestrian amenities such as esplanades and covered shopping arcades.

(3) The first street west of Spadina should be extended as a pedestrian facility all the way to Front Street.

(4) Board staff recommend that Peter Street and the first street west of Spadina be regarded as major north-south pedestrian corridors. These would lead to pedestrian bridges across the Lakeshore Bouelvard.

Mr. Greenberg and Board staff agreed that the formation of the Gardiner Expressway Task Force opens up a potential for redesign of portions of the Gardiner-Lakeshore corridor to permit pedestrian access across the said corridor.

Considering the schedules of the Board of Education, the earliest date at which comments of the Board of Education could be submitted about these issues, would be after the November 14th Board meeting. In the meantime, therefore, these notes have to be regarded as staff comments, which might be endorsed, or rejected, or modified by a Board decision before an official position is decided upon by the Board of Education for the City of Toronto.

6. Letter from the Ministry of the Evironment dated November 7, 1985

"Staff of the Ministry of the Environment have reviewed the May, 1985 Environmental Report and the September 1985 supporting documentation for the Railway Lands Precinct A Bylaw. Our comments on those sections of the Environmental Report of relevance to us follow. We have no comments or concerns regarding the supporting documentation material.

Section 2 - Noise and Vibration

We have two overall concerns which pertain to several matters raised in this section of the Environmental Report. The first pertains to the decommissioning of the highline freight line to the south of the rail lands. The second pertains to whether GO-Transit uses conventional rolling stock or light rail vehicles for their operation. All noise impact predictions have been predicated on freight activities being relocated from the highline to the main rail corridor, and on GO-Transit operating light rail vehicles. As well, we have specific concerns with certain recommendations, and with information contained in Appendix C.

From discussions with the consultants, it is obvious that the highline must be decommissioned, particularly for development to occur in adjacent Precincts. We are fully aware that discussions are proceeding to effect the relocation, but apparently there is still some uncertainty in the timing of this. Therefore, we recommend one of the following options; 1) the release of Block 20 be withheld until the highline is decommissioned, or 2) that the consultant be instructed to assess the feasibility of residential development, in the event that the highline issue cannot be resolved prior to the imposition of residential uses in the Precinct.

Predicted outdoor sound energy exposure levels for Blocks 19 and 20 were predicated on the use of light rail vehicles by GO-Transit. For example the predicted Leq from GO-Transit operations on the north residential building (207 m. from the main rail corridor) is quoted as 28 dBA. If conventional trains must be substituted for light rail technology, which appears to be the case at least in the short-term, this noise level prediction will be more in the range of 58 dBA. A specially developed GO ALRT prediction model was used for noise predictions in this Precinct. Staff have recommended that we be provided with the details of this model. If it is predicated on the use of light rail vehicles it may not be valid.

With respect to the recommendations for noise and vibration control, we note that recommendation 2.4(a) suggests air conditioning or suitable alternate ventilation be required whenever it is not possible to achieve the indoor noise criteria. In general, where indoor noise levels are predicted to be this severe, the Ministry of the Environment recommends central air conditioning as opposed to other alternate ways of ventilating the building. We would strongly recommend that residential buildings within this precinct be centrally air conditioned.

Recommendation 2.4(b) suggests that noise sensitive outdoor recreational space should be designed to meet the outdoor criteria wherever possible, and in no case exceed the criteria by more than 10 dBA. We assume this refers to the MOE noise criteria. The Ministry of the Environment cannot support an excess of more than 5 dBA over our criteria.

Recommendation 3.1(b) makes reference to the minimum sound transmission capability (STC) rating for the stadium roof assembly. Staff question whether an STC rating of 50-60 is practicable with an openable or inflatable roof system. The consultant has raised the possibility of the stadium proceeding with a temporary roof structure. If it is necessary to proceed with a temporary roof assembly, not capable of the desired sound attenuation, we question the practicality of restricting stadium uses, which the consultant suggests as a noise control option. We strongly recommend that these matters be more thoroughly assessed:

1. to determine if a roof structure with these acoustic performance characteristics is actually feasible;

2. to determine if it is indeed possible that a temporary roof may have to be resorted to; and

3. to determine the implications of these matters on residential development in the precinct and adjacent areas.

Finally, with reference to Appendix C (GO-Station Noise and Vibration Control Case Study), it is suggested that minimal problems with respect to station noise and vibration are expected, and that the Toronto subway system is analogous. Again, studies and statements are being predicated on the use of light rail technology for GO operations, whereas current indications are that conventional rail vehicles will have to be used. Therefore, noise and vibration control may be a greater problem than is anticipated by the consultants. Noise and vibration generated by TTC subway operations is certainly not analogous to that generated by conventional railway activities.

Section 3 - Preliminary Micro Climatic

Studies - Stadium Area

In the rail land Environmental Overview Study, several air quality issues were raised. The Morrison Hershfield study is the only portion of the Environmental Report that deals with air quality at any length, and then only in Section 4, Vehicle Exhuast and Salt Aerosol Dispersion Assessment. This study is very limited in scope and does not adequately deal with the air quality issues which this Ministry feels are significant.

The only reference to dustfall occurs on the last paragraph of page 25, in which it is suggested that total suspended particulates (TSP) are not unusual in the Precinct as similar concentration levels are present in other areas of Toronto (Harbourfront, CNE). Although it may be valid to assume that Harbourfront would be subjected to similar TSP levels as the rail lands, it is misleading to suggest that this situation is not unusual, compared to the rest of Toronto. From the Ministry of Environment's data, it is evident that this part of the City is subjected to dustfall levels in excess of provincial criteria, and in fact experiences some of the highest dustfall levels in Metropolitan Toronto. Although development of the rail lands may improve this particulate loading time, it is suspected that much of this loading is the result of re-entrainment of particulate matter from roadways, railways, etc. by vehicular movement. Therefore, it is anticipated that dustfall levels will continue to exceed provincial criteria. We strongly recommend that the subject of dustfall and TSP be more thoroughly discussed in the Environmental Report.

In this section the consultant have assessed the impact of nitrous oxides, carbon monoxide, and hydrocarbon emissions from vehicles utilizing the Gardiner Expressway. Engineers within the Air Resources Branch of this Ministry, experienced with predictive modelling of air contaminants, have been asked to evaluate the simulation model used in this case. Pending the outcome of this evaluation, two shortcomings of the Morrison Hershfield analysis seem obvious. First, there are several other sources of these above-mentioned contaminants that may have a significant effect (e.g. Lakeshore Blvd., the Esplanade, Front Street West). Secondly, there are emissions from these sources, such as vehicle exhaust odours and smoke emissions, that can prove very annoying. These are notimpacts that can be modelled readily, but can be highly significant, particularly with the concentration of automobiles, buses and diesel powered rail vehicles one can expect due to stadium activities.

Two point sources of air contaminants remain in opertaion on or adjacent to the rail lands, and may impinge on buildings constructed on the stadium precinct. One such source is the Toronto Terminal Railways boiler plant, which is located in the adjacent precinct to the east. Under certain conditions, the natural gas fuel source is interrupted and diesel fuel is utilized. While burning diesel fuel under heavy demand situations, this plant may produce nitrous oxide emissions above provincial criteria for this contaminant to a distance of approximately 800 m. downwind of the stacks. This excess occurs approximately between 50 m. and 90 m. above grade. Similarly, emissions of sulphur dioxide from this facility can be in excess of criteria for approximately 425 m. downwind, between 60 m. and 85 m. above grade. Sulphur dioxide emissions are significant only when natural gas is interrupted and diesel fuel must be utilized.

As well, emissions of sulphur dioxide from the stack of the Toronto Refiners and Smelters Limited plant, located to the west outside the Precinct, can impinge on structures within this planning area. Under certain conditions, SO2 levels in excess of Provincial criteria may extend as far as 2,300 metres downwind of the stack. As with the other source of SO2 mentioned above, this excess would occur at height above grade; in this case between approximately 40 m and 90 m above the Front Street elevation. Any emissions of lead from this stack would not be in excess of provincial criteria at this Precinct.

We recommend that the Microclimatic studies portion of the Environmental Report address these impacts on the Precinct.

Section 4 - Subsoils Investigation and Contaminant Studies

In general, we concur with the statements made by the consultants, Brown Associates Limited, and with the recommendations with respect to subsoil investigation and contaminant studies to be undertaken in this Precinct. The consultant has indicated to us that in balance, there is a greater requirement for fill materials for development of the rail lands, particularly to the west of John Street, then will actually be excavated from these lands. Therefore, assuming the soils are suitable in quality and structural properties, there is considerable advantage to utilizing these materials on the rail lands itself as fill material. The ministry of the Environment supports the concept of on-site utilization of these excavated materials, as opposed to transport off-site for disposal.

Having evaluated the consultant's preliminary findings, we can concur with his conclusion that the major soil contaminant problem likekly to be encountered in this area is that of high concentrations of volatile solids and oils and greases. The consultant has suggested that visual inspection (by qualified people) is an appropriate method for identifying such problems, and we concur with this approach. For those materials deemed unsuitable for use on-site, it would be necessary to determine, by analytical methods, the degree of contamination in order to decide on a suitable location for off-site disposal. This activity should be governed by a procedure modelled after the Ministry of the Environment's Lakefill Quality Assurance Program.

The Environmental Report has discussed, in general terms, a procedure for the management of materials to be excavated from building sites in the Precinct. We agree, in principle, with the consultant's suggestions, as outlined above. We recommend, however, that the Environmental Agreement to incorporate a detailed soils management strategy, to the satisfaction of the Ministry of the Environment, the City and the project proponents. Further, in order to faciltate decisions about utilization of excavated materials on-site, to identify soils contaminated by volatile solids and oils and greases, and to make decisions regarding the necessity for further soil sampling and analysis to confirm the degree of contamination, we strongly recommend that the environmental agreement make provision for a suitably qualified, environmental inspector, to be employed on-site on a full-time basis, to monitor construction activities and make decisions regarding excavation and fill operations.

Section 5 - Stormwater Management and Stormwater Quality

This report by Brown Associates Limited, provides a rather brief overview of stormwater management for the Precinct, and makes a number of generalized recommendations. Further detailed documentation of the actual proposed system, both for the constructionphase and the post-construction phase of development will be required. We would strongly recommend taht the environmental agreement incorporate the details of a stormwater management strategy. As stated above, more details regarding actual proposed systems for the management of runoff on-site is required, and this section of the Environmental Report should be elaborated upon.

In the report, it is noted that all of Precinct A, south of the main rail corridor, will drain to a new storm sewer, discharging to the Rees Street slip. The bulkhead wall of the Rees Street slip is currently being reconstructed to allow for the realignment of Queens Quay West through Harbourfront. We have discussed this reconstruction with Environment Canada, who advised that they are unaware of provisions being made at this time to permit a new storm sewer discharge through the reconstructed bulkhead.

The location of the storm drainage outfall must be resolved, to the satisfaction of the Ministry of the Environment and the Harbourfront corporation. As well, there may be implications for the City of Toronto, as the sewer will cross beneath City roads and may have implications for other City services.

Should you require any elaboration or clarification of the above comments, please contact Mr. D.M. Pirie of this office."

7. Report from Department of Buildings and Inspections dated November 6, 1985.

"Comments:

Zoning

Proposed Use: Dome stadium

Designation: C3 V3; C2 V3; "T"* Map No.: 50G-322

Other Restrictive By-laws: Railway Lands Zoning By-law 612-85 and Zoning By-law 20623

Plans: Prepared by Beinhaker/Irwin Associates (no plans of dome stadium)

SUBMITTED DATA AND INFORMATION INDICATE THAT THE PROPOSAL DOES NOT COMPLY WITH ZONING BY-LAW 20623 AND THE RAILWAY LANDS ZONING BY-LAW 612-85 IN THE FOLLOWING WAY:

1. The proposed dome stadium is a use not permitted within C2 and C3 districts (Sections 13 and 14 - By-law 20623).
2. The proposed dome stadium is a use not permitted within "T" districts (Section 8 - By-law 612-85).
3. The height of the proposed dome stadium will exceed the maximum permitted 15 metres (Section 4(3) - By-law 612-85).
4. Parking at the following rate has not been provided:

    (a) One parking space for every 5 seats per Section 4(5) of By-law 612-85.

    (b) One parking space for every 5 seats per Section 4(13a) of By-law 20623 (one parking space for every 10 seats per Section 4(13) of By-law 20623).

    Note:

    The parking requirements under (a) and (b) above although not cumulative are both applicable and must be complied with prior to the issuance of the building permit.

5. Loading spaces must be provided as per Section 4(14a) of By-law 20623 and Section 4(6) of By-law 612-85.

Building Code

The issuance of the building permit(s) will be conditional upon the proposal's full compliance with all relevant provisions and requirements of the Ontario Building Code."

Land Use Committee

January 11, 1986

APPENDIX 4

Prepared By-law for Precinct "A"

No. - 86 A BY-LAW

To amend By-law No. 612-85 to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the Railway Lands.

(Passed)

The Council of the Corporation of the City of Toronto enacts as follows:

1. Subsection (1) of Section 3 of By-law No. 612-85 being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing of and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the Railway Lands", is amended by deleting the symbols "U250" and U300" after the symbol "U200"; by inserting the symbol "L1.35," after the symbol "L1"; by inserting the symbol "L2.5," after the symbol "L1.85"; by inserting the symbol "L5.5," after the symbol "L4.5"; so that the portion of said subsection following the word "namely:" reads as follows:

"Parks District - G

Transportation District - T

Commercial-Residential Districts - CR

Industrial-Commercial Districts - IC

Holding District - h ( )

Residential Density Zones - U200, U350,

U480, U595, U600, U680, U750

Commercial, Institutional and Industrial Density
Zones - L0.5, L0.75, L1, L1.35, L1.85, L2.5, L3.5, L4.2, L4.5, L5.5, L7.8, L8.0, L9.0

Commercial and Institutional Density Zones -
N2.5, N4 and N7

Non-Residential Density Zones - D4, D7"

2. Subsection (2) of Section 3 of the aforesaid By-law No. 612-85 is amended by deleting the words and symbols "U250 zone", and "U300 zone" after the symbol "U200 zone"; by deleting the symbols "U250" and U300" after the symbol "U200"; by inserting the word and symbol "L1.35 zone," after the word and symbol "L1 zone"; by inserting the word and symbol "L2.5 zone," after the word and symbol "L1.85 zone", by inserting the word and symbol "L5.5 zone," after the word and symbol "L4.5 zone"; by inserting the symbol "L1.35", after the symbol "L1.85"; by deleting the number 4.5" after the symbol "L4.2" and inserting the symbol "L4.5"; by inserting the symbol "L5.5," after the symbol "L4.5"; so that the portion of said subsection following the words "referred to as" reads as follows:

> "G, T, h, CR and IC buildings, structures, uses, respectively; and the expressions "G District", "T District", "h District", "CR District", "IC District", "U200 zone", "U350 zone", "U480 zone", "U595 zone", "U600 zone", "U680 zone", "U750 zone", "L0.5 zone", "L0.75 zone", "L1 zone", "L1.35 zone", "L1.85 zone", "L2.5 zone", "L3.5 zone", "L4.2 zone", "L4.5 zone", "L5.5 zone", "L7.8 zone", "L8 zone", "L9 zone", "D4 zone", "D7 zone", "N2.5 zone", "N4 zone", "N7 zone", whenever used in this by-law, mean respectively an area of the Railway Lands delineated on a District Map and designated thereon by symbols "G", "T", "h", "CR", "IC", "U200", "U350", "U480", "U595", "U600", "U680", "U750", "L0.5", "L0.75", "L1", "L1.35", "L1.85", "L2.5", "L3.5", "L4.2", "L4.5", "L5.5", "L7.8", "L8", "L9", "D4", "D7", "N2.5", "N4", and "N7"."

3. Map 1 contained in Appendix B to the aforesaid By-law No. 612-85 is amended in accordance with Schedule 1 attached to and forming part of this by-law.

4. Map 1 contained in Appendix C to the aforesaid By-law No. 612-85 is amended in accordance with Schedule 2 attached to and forming part of this by-law.

5. Clause (a) of subsection (7) of Section 4 of the aforesaid By-law No. 612-85 is amended by inserting the words "including the Ontario Hydro" after the word "Canada", so that the portion of the clause now reads as follows:

> "to prevent the use of any land or the erection or use of any building or structure in any District for the purposes of the public service by the Corporation of the City of Toronto or any local board thereof, as defined by the Municipal Affairs Act (R.S.O. 1980 c. 303), the Toronto Harbour Commissioners, any telephone or telegraph company, any Department or agency of the Government of Ontario or Canada, including the Ontario Hydro provided that where such land or structure is located in any District:"

6. Paragraph 3. of subsection (4) of Section 5 of the aforesaid By-law No. 612-85 is amended by deleting the words "and retail stores" and inserting the following words "retail stores and a maximum of 60 parking spaces located in an underground parking structure".

7. Paragraph 1. of Part I of subsection (3) of Section 6 of the aforesaid By-law No. 612-85 is amended by inserting the symbol "L1.35", after the symbol "L1"; by inserting the symbol "L2.5", after the symbol "L1.85"; by inserting the symbol "L5.5", after the symbol "L4.5"; by inserting the words and symbols "L1.35 zone . . . . 1.35 times the area of the lot" after the words and symbol "L1 zone . . . 1 times the area of the lot"; by inserting the words and symbol "L2.5 zone . . 2.5 times the area of the lot" after the words and symbol "L1.85 zone . . . 1.85 times the area of the lot"; by inserting the words and symbol "L5.5 zone . . . 5.5 times the area of the lot" after the words and symbol "L4.5 zone . . . 4.5 times the area of the lot"; so that the portion of the paragraph reads as follows:

> "No person shall on any lot in any L0.5, L0.75, L1, L1.35, L1.85, L2.5, L3.5, L4.2, L4.5, L5.5, L7.8, L8 or L9 zone, as the case may be erect or use in any CR District a non-residential building or mixed-use building having a greater non-residential gross floor area than as follows:

L0.5 zone	0.5 times the area of the lot
L0.75 zone	0.75 times the area of the lot
L1 zone	1 times the area of the lot
L1.35 zone	1.35 times the area of the lot
L1.85 zone	1.85 times the area of the lot
L2.5 zone	2.5 times the area of the lot
L3.5 zone	3.5 times the area of the lot
L4.2 zone	4.2 times the area of the lot
L4.5 zone	4.5 times the area of the lot
L5.5 zone	5.5 times the area of the lot
L7.8 zone	7.8 times the area of the lot
L8 zone	8 times the area of the lot

L9 zone 9 times the area of the lot"

8. Paragraph 2. of Part I of subsection (3) of Section 6 of the aforesaid By-law No. 612-85 is amended by deleting the symbols "U250" and "U300" after the symbol "U200"; by deleting the words and symbols "U250 zone ... 250 dwelling units per hectare of lot area or one dwelling unit for every 40 square metres of lot area" and "U300 zone ... 300 dwelling units per hectare of lot area or one dwelling unit for every 33 square metres of lot area", after the words and symbols "U200 zone ... 200 dwelling units per hectare of lot area or one dwelling unit for every 50 square metres of lot area"; by deleting the symbol "U580" and inserting in lieu thereof the symbol "U595"; by inserting the symbol "U680" after the symbol "U600" so that the portion of the paragraph reads as follows:

"No person shall on any lot in any U200, U350, U480, U595, U600, U680 or U750 zone, as the case may be, erect or use any residential building or mixed use building having a greater number of dwelling units than as follows:

U200 zone	200 dwelling units per hectare of lot area or one dwelling unit for every 50 square metres of lot area
U350 zone	350 dwelling units per hectare of lot area or one dwelling unit for every 29 square metres of lot area
U480 zone	480 dwelling units per hectare of lot area or one dwelling unit for every 21 square metres of lot area
U595 zone	595 dwelling units per hectare of lot area or one dwelling unit for every 17 square metres of lot area
U600 zone	600 dwelling units per hectare of lot area or one dwelling unit for every 16 square metres of lot area
U680 zone	680 dwelling units per hectare of lot area or one dwelling unit for every 15 square metres of lot area
U750 zone	750 dwelling units per hectare of lot area or one dwelling unit for every 13 square metres of lot area"

9. Paragraph 3. of Part I of subsection (3) of Section 6 of the aforesaid By-law No. 612-85 is amended by deleting the symbol "U300" after the symbol "U200"; and by inserting the words and symbols "L3.5 U200 . . . 5.5 times the area of the lot" after the words and symbols "L0.75 U350 . . . 4.0 times the area of the lot; so that the portion of the subparagraph reads as follows:

"DENSITY ZONE	CONSTANT
L0.75 U350	4.0 times the area of the lot
L3.5 U200	5.5 times the area of the lot
L0.5 U600	6.5 times the area of the lot
L1 U680	7.8 times the area of the lot
L1.85 U595	7.8 times the area of the lot
L3.5 U480	7.8 times the area of the lot
L4.2 U480	7.8 times the area of the lot
L4.5 U480	7.8 times the area of the lot
L7.8 U480	7.8 times the area of the lot
L8 U750	12 times the area of the lot
L9 U750	12 times the area of the lot"

10. Paragraph 4. of Part I of subsection (3) of Section 6 of the aforesaid By-law No. 612-85 is amended by deleting the symbol "U300", after the symbol "U200"; by deleting the symbol "U580" and inserting in its place the symbol "U480".

11. Clause (b) of paragraph 6. of Part I of subsection (3) of Section 6 of the aforesaid By-law No. 612-85 is amended by inserting the words and symbol "and L3.5 U200 zones" after the symbol "L0.75 U350"; by inserting the symbol "L1.85 U595" after the symbol "L1 U680" so that the portion of the clause now reads as follows:

"Density Zone	Number of Senior Citizens Housing Dwelling Units
L0.75 U350 and L3.5 U200 zones	850 dwelling units per hectare or one

	dwelling unit for every 12 square metres of lot area
L0.5 U600, L1 U680, L1.85 U595, L3.5 U480, L4.5 U480 or L7.8 U480 zones	1,000 dwelling units per hectare or one dwelling unit for every 10 square metres of lot area"

12. Clause (ii) of subparagraph (c) of paragraph 6. of Part I of subsection (3) of Section 6 of the aforesaid By-law No. 612-85 is amended by inserting the symbol "L3.5 U200 zone .... 5.5 times the area of the lot" following the symbol "L0.75 U350 zone .... 4.0 times the area of the lot"; so that the portion of the clause reads as follows:

"DENSITY ZONE	CONSTANT
L0.75 U350 zone	4.0 times the area of the lot
L3.5 U200 zone	5.5 times the area of the lot
L0.5 U600 zone	6.5 times the area of the lot
L1 U680, L1.85 U595 L3.5 U480 and L7.8 U480 zones	7.8 times the area of the lot"

13. Subparagraph (a) of paragraph 7. of Part I of subsection (3) of Section 6 of the aforesaid By-law No. 612-85 is amended by inserting the symbols ",L1.35 and L2.5" after the symbol "L0.75 U350"; by deleting the word "zone" after the symbol "L0.75 U350" and inserting the word "zones" after the symbol L2.5"; by inserting the symbols ",L3.5 U200 and L5.5, "after the symbol "L0.5 U600"; by deleting the word "zone" after the symbol "L0.5 U600" and inserting the word "zones" after the symbol "L5.5"; so that the portion of the subparagraph following the words "set out below:" reads as follows:

"DENSITY ZONE	Additional Non-Residential Gross Floor Area
L0.75 U350, L1.35 and L2.5 zones	0.2 times the area of the lot
L0.5 U600, L3.5 U200 and L5.5 zones	0.4 times the area of the lot

L1 U680, L1.85 U595, L3.5 U480, L4.2 U480 L4.5 U480, L7.8 U480, L8 U750 and L9 U750 zones	0.8 times the area of the lot"

14. Subparagraph (a) of paragraph 8. of Part I of subsection (3) of Section 6 of the aforesaid By-law No. 612-85 is amended by inserting the symbol "L2.5," after the symbol "L1.85"; by inserting the symbol "L5.5," after the symbol "L4.5"; by inserting the words and symbol "L2.5 .... 2.2 times the area of the lot" after the words and symbol "L1.85 .... 1.55 times the area of the lot"; by inserting the words and symbol "L5.5 .... 5.2 times the area of the lot; so that the portion of the subparagraph following the words "on a lot in a" reads as follows:

"L0.75, L1, L1.85, L2.5, L3.5, L4.2, L4.5, L5.5, L7.8, L8 or L9 zone in which the non-residential gross floor area used for one or more commercial purposes referred to in subparagraphs (iii) to (viii) inclusive of paragraph (b) of subsection (1) of this Section, exceeds the amount prescribed for the density zone in which the lot is located by the following table:

Density Zone	Maximum Non-Residential Gross Floor Area
L0.75	0.45 times the area of the lot
L1	0.7 times the area of the lot
L1.85	1.55 times the area of the lot
L2.5	2.2 times the area of the lot
L3.5	3.2 times the area of the lot
L4.2	3.9 times the area of the lot
L4.5	4.2 times the area of the lot
L5.5	5.2 times the area of the lot
L7.8	7.5 times the area of the lot
L8	7.7 times the area of the lot
L9	8.7 times the area of the lot"

15. Subparagraph (b) of paragraph 8. of Part I of subsection (3) of Section 6 of the aforesaid By-law No. 612-85 is amended by inserting the symbol "L2.5," after the symbol "L1.85"; by inserting the symbol "L5.5," after the symbol "L4.5"; so that the portion of the subparagraph following the words "on a lot in a" reads as follows:

"L0.75, L1, L1.85, L2.5, L3.5, L4.2, L4.5, L5.5, L7.8, L8 or L9 zone ....".

16. Subsection (4) of Section 6 of the aforesaid By-law No. 612-85 is amended by adding thereto paragraph 8. as follows:

> "8. Notwithstanding the provisions of paragraphs 1. and 3. of Part I of subsection (3) of Section 6 in calculating the maximum non-residential gross floor area permitted to be erected on a lot in a L2.5 zone, located on the west side of John Street, north of Lakeshore Boulevard West, the non-residential gross floor area used for the purposes of a pumping station by the Municipality of Metropolitan Toronto shall be excluded in calculating the maximum non-residential gross floor area permitted to be erected on the lot;"

17. Subsection (4) of Section 6 of the aforesaid By-law No. 612-85 is amended by adding thereto a new paragraph 9. as follows:

> "9. No person shall erect or use any building or structure on a lot with frontage on the south side of The Esplanade West, more particularly shown on Map 2 in Appendix D attached hereto as Schedule 3, unless:
>
> (a) a minimum of 80% of the frontage of the lot is occupied by a building or structure; and
>
> (b) a setback of no greater than 0.3 metres is provided from The Esplanade West;

18. Subsection (4) of Section 6 of the aforesaid By-law No. 612-85 is amended by adding thereto paragraph 10. as follows:

> "10. Subject to the provisions of paragraph 9. of subsection (4) of Section 6, no person shall erect or use any building or structure on a lot located on the lands shown on Map 2 in Appendix D attached hereto as Schedule 3 unless:
>
> (a) the exterior face of the exterior wall of such building or structure at grade is setback no less

than 4.5 metres from the portions of the lot line shown on the aforesaid Map 2 and no more than 6.5 metres from the said lot lines for a height of not less than 4.0 metres and not more than 6.5 metres above grade;

(b) a clear width, free of any obstruction including pillars and supports, of not less than 4.0 metres is provided and maintained between the exterior face of the exterior wall described in paragraph (a) and the lot line; and

(c) not more than 20% of the frontages of the lot shown on the aforesaid Map 2 may be occupied by columns or other obstruction referred to in clause (b) above."

19. Subsection (4) of Section 6 of the aforesaid By-law No. 612-85 is amended by adding thereto a new paragraph 11. as follows:

"11. An urban stadium and multi-purpose facility including any accessory uses and the uses permitted by paragraph (b) of subsection (1) of Section 6 may be erected or used on Parcels A and B shown on Map 2 in Appendix D attached hereto as Schedule 3, provided that:

(a) the aggregate non-residential gross floor area that may be erected or used on Parcels A and B does not exceed 73 791 square metres exclusive of an urban stadium and multi-purpose facility including any accessory uses;

(b) the maximum non-residential gross floor area that may be erected or used on Parcel B does not exceed 65791 square metres of which not less than 2590 square metres can be used for one or more of the purposes permitted by subparagraphs (iii) and (iv) of paragraph (b) of subsection (1) of Section 6;

(c) Notwithstanding the provisions of subsections (5) and (6) of Section 4, no person shall erect or use any building or structure on Parcel A unless:

(i) a minimum of 8,000 square metres of non-residential gross floor area used for the purposes of offices, administrative offices and facilities, eating establishments, public halls, local retail and service shops, general retail and service shops, clubs and accessory uses is provide dand maintained;

(ii) a minimum of 300 parking spaces and a maximum of 500 parking spaces are provided on Parcel A for the exclusive use of the uses provided on Parcel A;

(iii) a minimum of 1900 square metres of loading area is provided and maintained on Parcel A;

(iv) 125 parking spaces, for the parking of charter buses are provided and maintained;

(d) On Parcel B, no person shall erect or use any building or structure unless:

(i) a minimum of 1500 square metres of non-residential gross floor area used for one or more of the purposes permitted by subparagraphs (iii) and (iv) of paragraph (b) of subsection (1) of Section 6 is provided at grade and the principle entrance of any of the shops or stores referred to in said subparagraphs is located in the exterior wall of such building;

(ii) any building or structure to be erected has a minimum height of 18.5 metres and a maximum height of 26.5 metres for a minimum depth of 3.5 metres from the exterior face of the exterior wall of such building or structure;

(iii) any building or structure to be erected has an arcade around the perimeter of such building generally in the areas shown on Map 2 in Appendix D attached hereto as Schedule 3 having a minimum width of 4.5 metres and a maximum width of 6.5 metres from the exterior face of the exterior wall of such building or structure; having a minimum height of 4.0 metres and a maximum height of 6.5 metres; having a minimum clear width of 4.0 metres free of any obstruction including pillars and supports between such obstruction and the exterior face of the exterior wall; and having not greater than 20% of the length of such arcade occupied by columns or other obstruction;"

20. Subsection (4) of Section 8 of the aforesaid By-law No. 612-85 is amended by adding thereto a new paragraph 2. as follows:

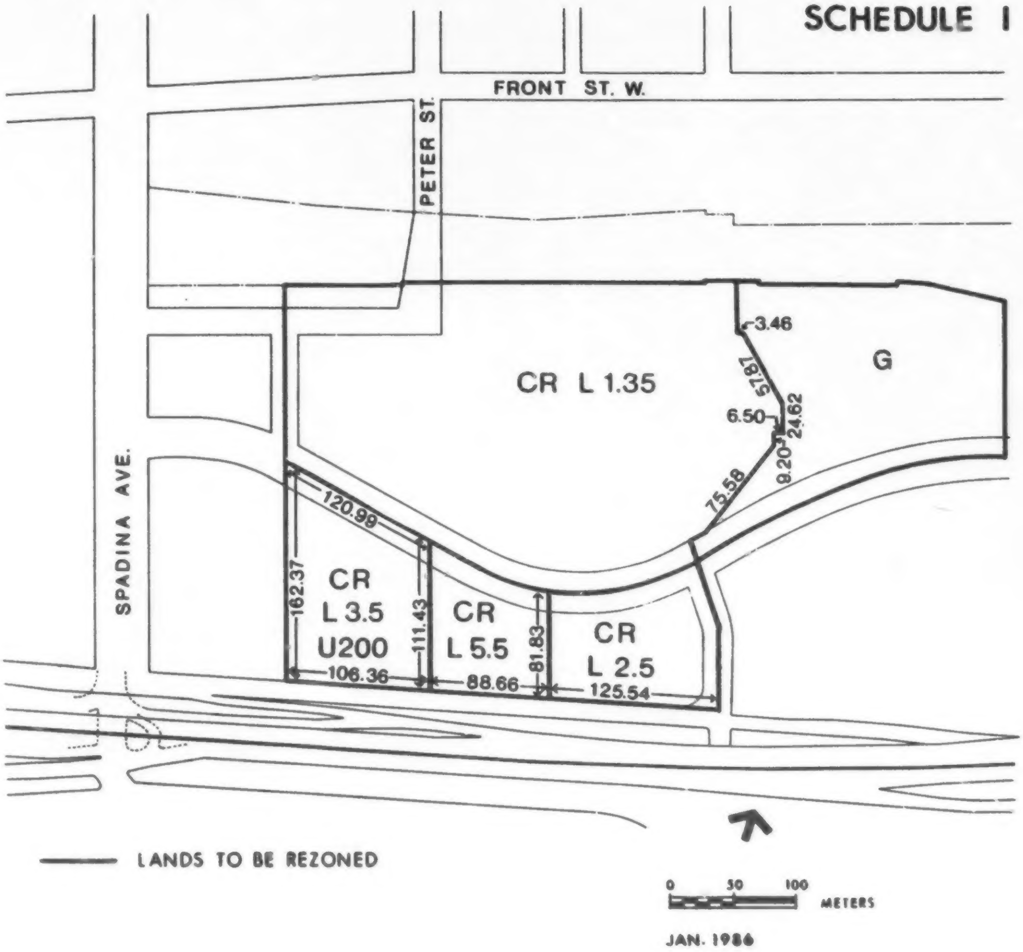
"2. Notwithstanding the provisions of subsection (1) an urban stadium and multi-purpose facility may be constructed within a T zone located east of Spadina Avenue."

21. Section 9 of the aforesaid By-law No. 612-85 is amended by adding thereto subsection (4) and a paragraph 1. as follows:

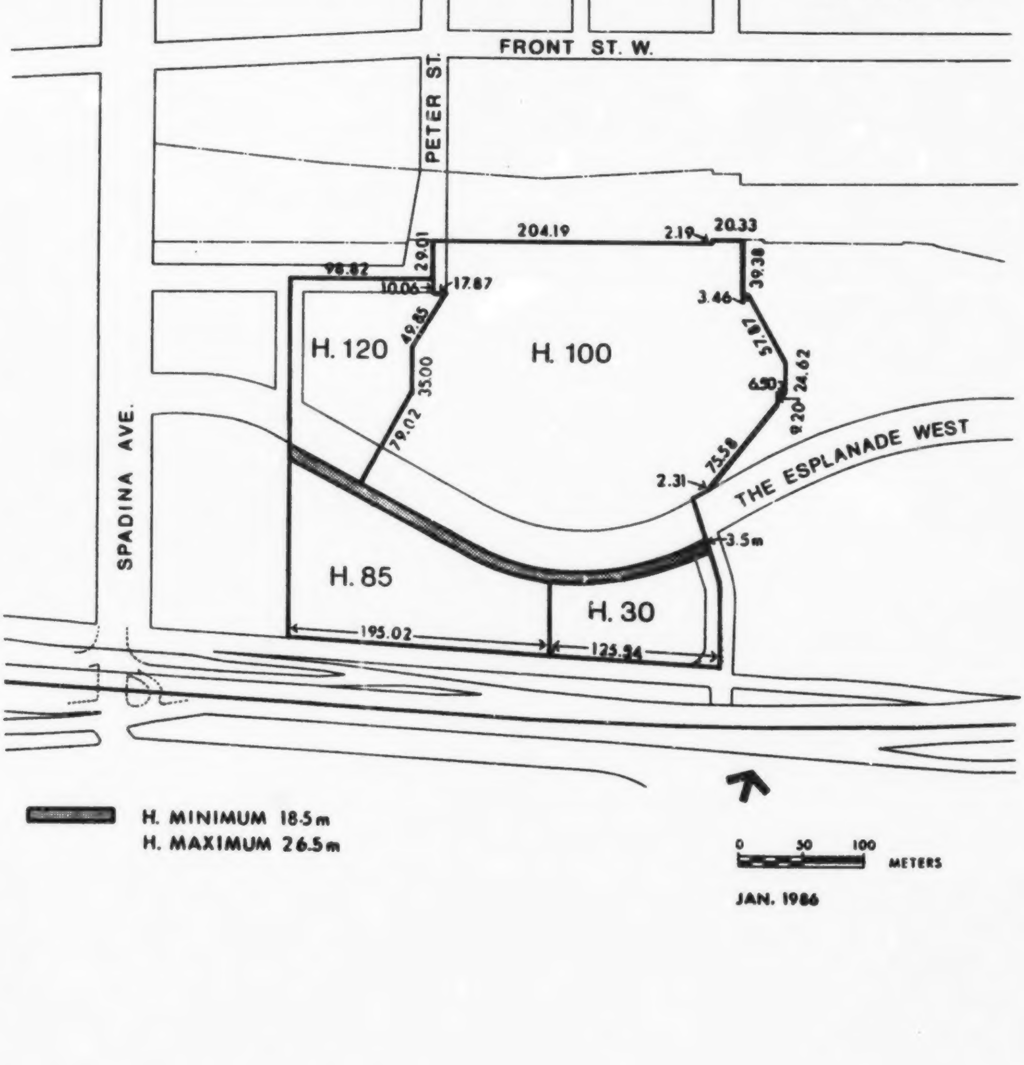
"(4) EXCEPTIONS TO PERMITTED USE AND RESTRICTIONS ON USE

1. Notwithstanding the provisions of subsection (1), the parking of 125 charter buses required by the provisions of subclause (iv) of clause (c) of paragraph 11. of subsection (4) of Section 6 of this By-law is permitted on a lot in an h(CR L1.85 U595) zone located on the east side of Spadina Avenue, north of Lakeshore Boulevard West."

SCHEDULE I


FRONT ST. W.
PETER ST.
SPADINA AVE.
CR L 1.35
G
3.46
57.81
6.50
24.62
9.20
75.58
120.99
162.37
CR
L 3.5
U200
111.43
CR
L 5.5
81.83
CR
L 2.5
106.36
88.66
125.54
LANDS TO BE REZONED
0
50
100
METERS
JAN. 1986

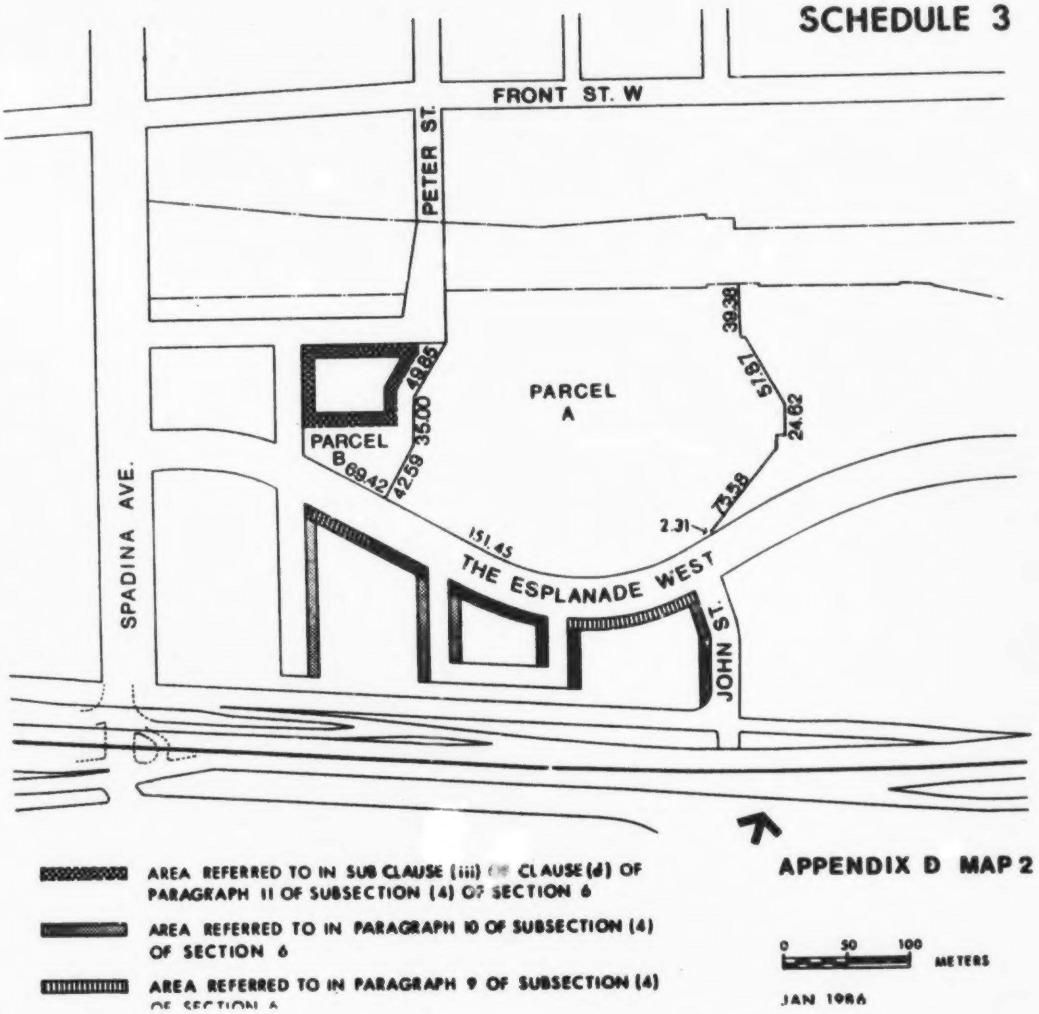
SCHEDULE 2


FRONT ST. W.
PETER ST.
SPADINA AVE.
THE ESPLANADE WEST
H. 120
H. 100
H. 85
H. 30
204.19
2.19
20.33
29.01
98.82
10.06
17.87
49.85
35.00
79.02
3.46
39.38
57.87
24.62
6.50
9.20
75.58
2.31
3.5m
195.02
125.94
0
50
100
METERS

▬ H. MINIMUM 18.5m
H. MAXIMUM 26.5m

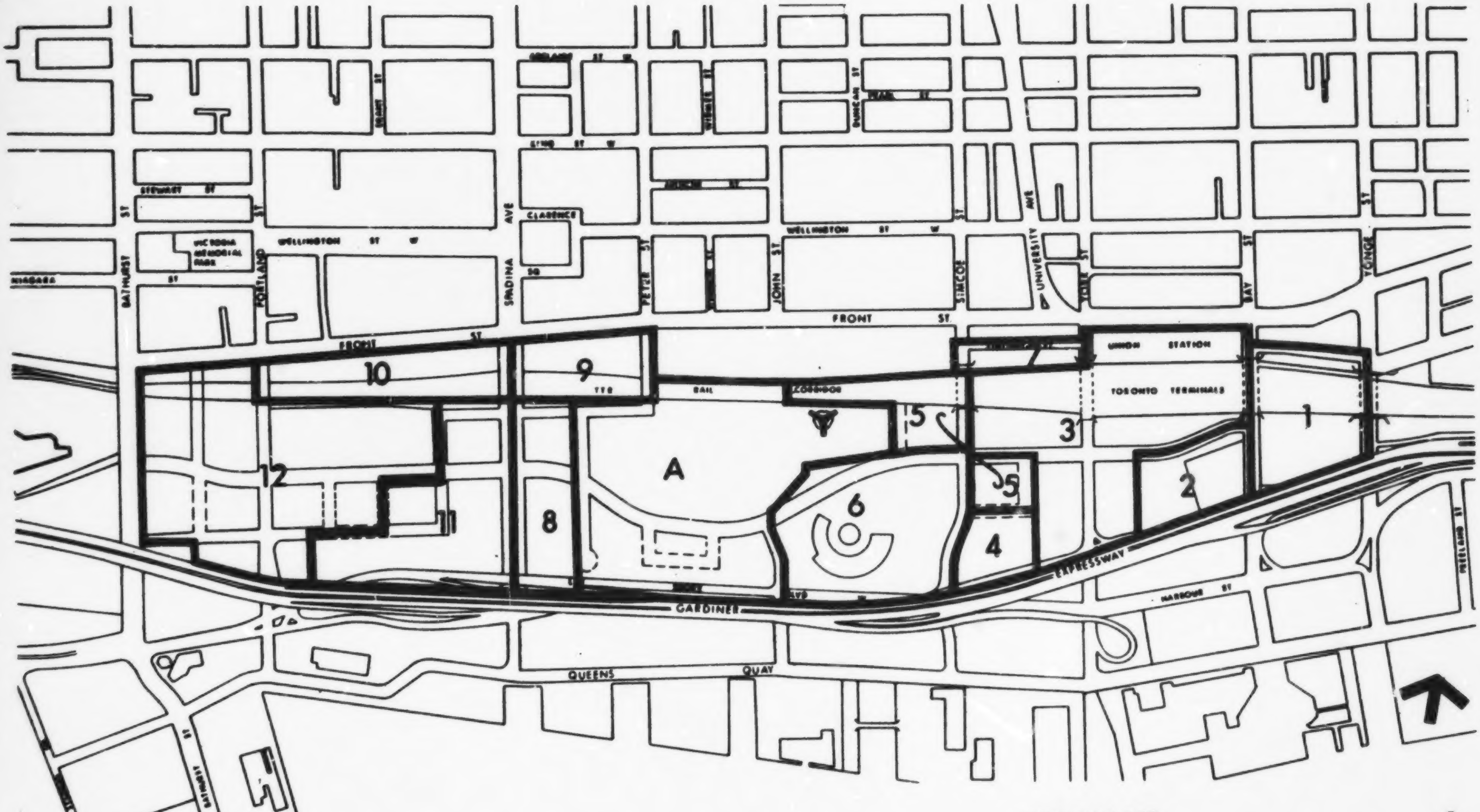
JAN. 1986

SCHEDULE 3


FRONT ST. W
PETER ST.
PARCEL A
PARCEL B
49.86
35.00
42.59
69.42
39.38
57.87
24.62
73.58
2.31
151.45
THE ESPLANADE WEST
SPADINA AVE.
JOHN ST.
▩ AREA REFERRED TO IN SUB CLAUSE (iii) OF CLAUSE (d) OF PARAGRAPH 11 OF SUBSECTION (4) OF SECTION 6
▬ AREA REFERRED TO IN PARAGRAPH 10 OF SUBSECTION (4) OF SECTION 6
▥ AREA REFERRED TO IN PARAGRAPH 9 OF SUBSECTION (4) OF SECTION 6
0
50
100
METERS

APPENDIX D MAP 2

JAN 1986


FRONT ST
WELLINGTON ST W
KING ST W
BATHURST ST
PORTLAND ST
SPADINA AVE
PETER ST
JOHN ST
SIMCOE ST
UNIVERSITY AVE
YORK ST
BAY ST
YONGE ST
NIAGARA
STEWART ST
VICTORIA MEMORIAL PARK
CLARENCE SQ
DUNCAN ST
UNION STATION
TORONTO TERMINALS
RAIL CORRIDOR
GARDINER EXPRESSWAY
QUEENS QUAY
HARBOUR ST
BATHURST ST
1
2
3
4
5
5
6
7
8
9
10
11
12
A

PRECINCTS

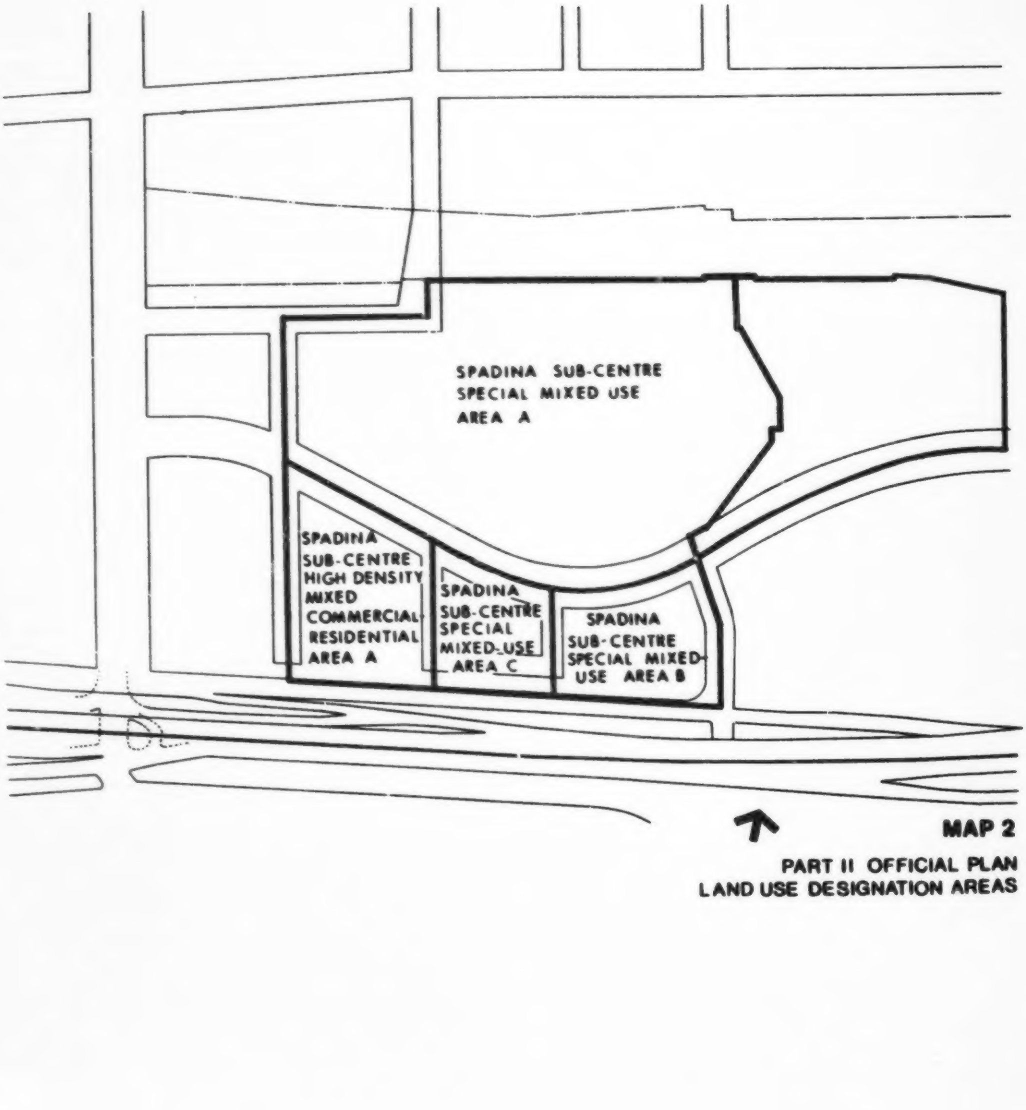
REVISED PRECINCT "A" BOUNDARY

1

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN - COMMISSIONER

0 100 200 m

JAN., 1986


SPADINA SUB-CENTRE
SPECIAL MIXED USE
AREA A
SPADINA
SUB-CENTRE
HIGH DENSITY
MIXED
COMMERCIAL-
RESIDENTIAL
AREA A
SPADINA
SUB-CENTRE
SPECIAL
MIXED-USE
AREA C
SPADINA
SUB-CENTRE
SPECIAL MIXED-
USE AREA B

MAP 2

PART II OFFICIAL PLAN
LAND USE DESIGNATION AREAS

IBI
GROUP
BIA
Beinhaker/Irvin Associates
Architects, Engineers, Planners

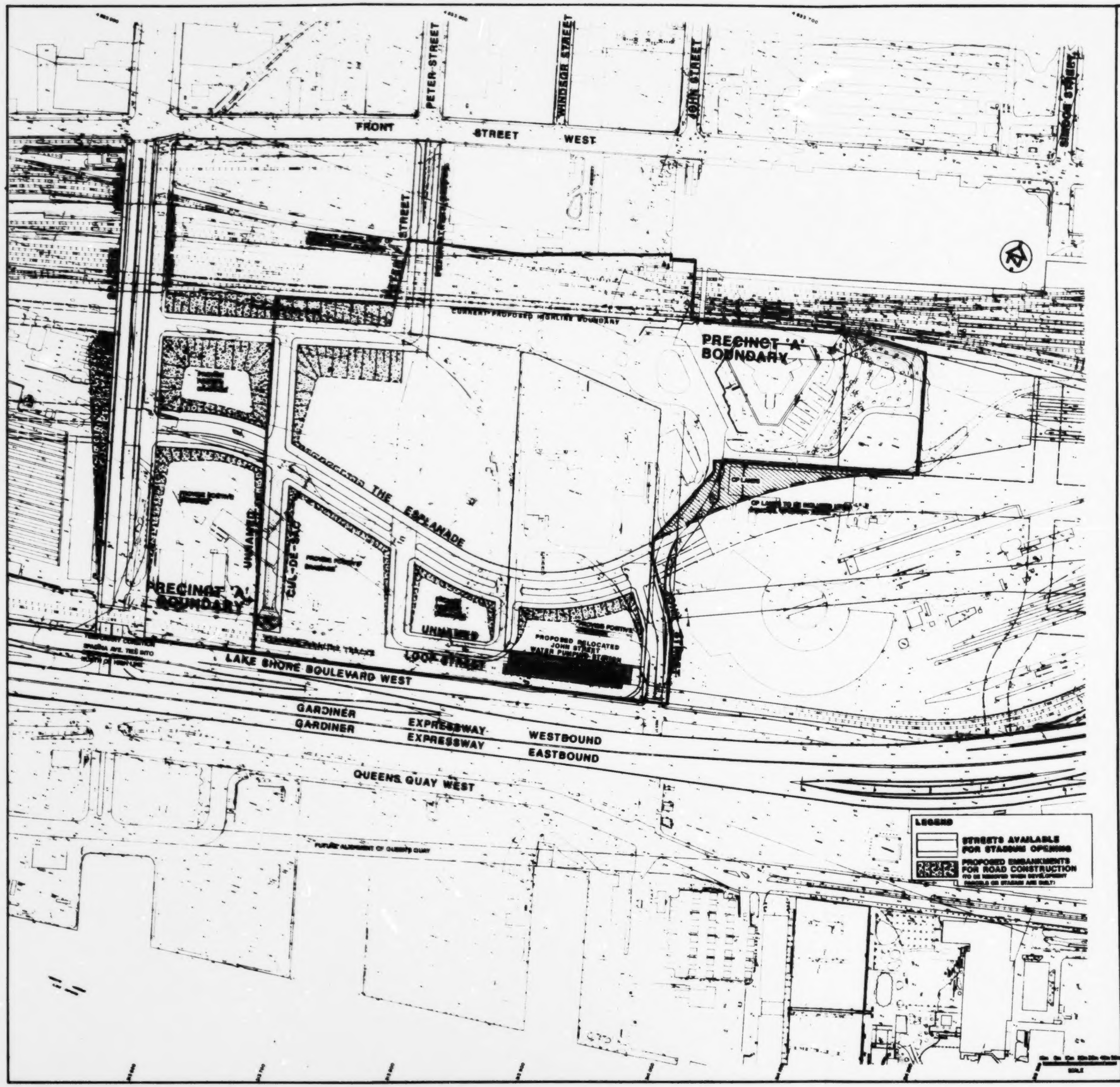
156 Front St. West 6th floor Toronto Ont.
M5J 2L6 (416) 596-0475

RAILWAY LANDS PRECINCT A SCHEDULES

SCHEDULE	2A1	STREETS AVAILABLE FOR STADIUM OPENING TEMPORARY CONDITION
SCHEDULE	2A2	STREETS AVAILABLE FOR THE STADIUM OPENING PERMANENT CONDITION
SCHEDULE	2B	SERVICES
SCHEDULE	2C	BUS PARKING
SCHEDULE	2F	ROAD CROSS SECTIONS
SCHEDULE	3A	GENERAL STREETSCAPE
SCHEDULE	3B	STREETSCAPE DETAILS
SCHEDULE	3C	CN PLAZA
SCHEDULE	3D1	JOHN STREET CORRIDOR TOWER PARK EAST AND WEST
SCHEDULE	3D2	JOHN STREET CORRIDOR TOWER PARK EAST AND WEST
SCHEDULE	3G	JOHN STREET PARK
SCHEDULE	3F1	LINEAR PARK
SCHEDULE	3F2	LINEAR PARK OPTION TWO
SCHEDULE	3E	PEDESTRIAN SYSTEMS
SCHEDULE	3H	SUBSTRUCTURES
SCHEDULE	3J	UNDERGROUND PARKING IN SPADINA PARK
SCHEDULE	4A	PARKS AND INFRASTRUCTURE
SCHEDULE	4B	PARKS AND INFRASTRUCTURE SCHEDULE
SCHEDULE	5	LOCATION OF STREETS
SCHEDULE	6	LOCATION OF INTERSECTIONS
SCHEDULE	15	OVERALL INFRASTRUCTURE TEMPORARY CONDITION
SCHEDULE	16	OVERALL INFRASTRUCTURE PERMANENT CONDITION

JANUARY [illegible]

SCHEDULE	7	R PLAN
SCHEDULE	8	R PLAN
SCHEDULE	9	R PLAN
SCHEDULE	10	R PLAN


FRONT STREET WEST
PETER STREET
WINDSOR STREET
JOHN STREET
SIMCOE STREET
CURRENT PROPOSED HIGHLINE BOUNDARY
PRECINCT 'A' BOUNDARY
THE ESPLANADE
CUL-DE-SAC
UNNAMED
PRECINCT 'A' BOUNDARY
UNNAMED
PROPOSED RELOCATED JOHN STREET WATER PUMPING STATION
LOOP STREET
LAKE SHORE BOULEVARD WEST
GARDINER EXPRESSWAY WESTBOUND
GARDINER EXPRESSWAY EASTBOUND
QUEENS QUAY WEST
FUTURE ALIGNMENT OF QUEEN'S QUAY
LEGEND
STREETS AVAILABLE FOR STADIUM OPENING
PROPOSED EMBANKMENTS FOR ROAD CONSTRUCTION
SCALE

THIS DRAWING SHOWS AVAILABLE ROADS AT STADIUM OPENING IF THE HIGH LINE IS REMOVED

january 18 86

2	1 86		PETER STREET
1	DEC 19,1985	M.N.	[illegible]
No.	date	by	

BIA
Bobatcher/Irwin Associates
Architects, Engineers, Planners

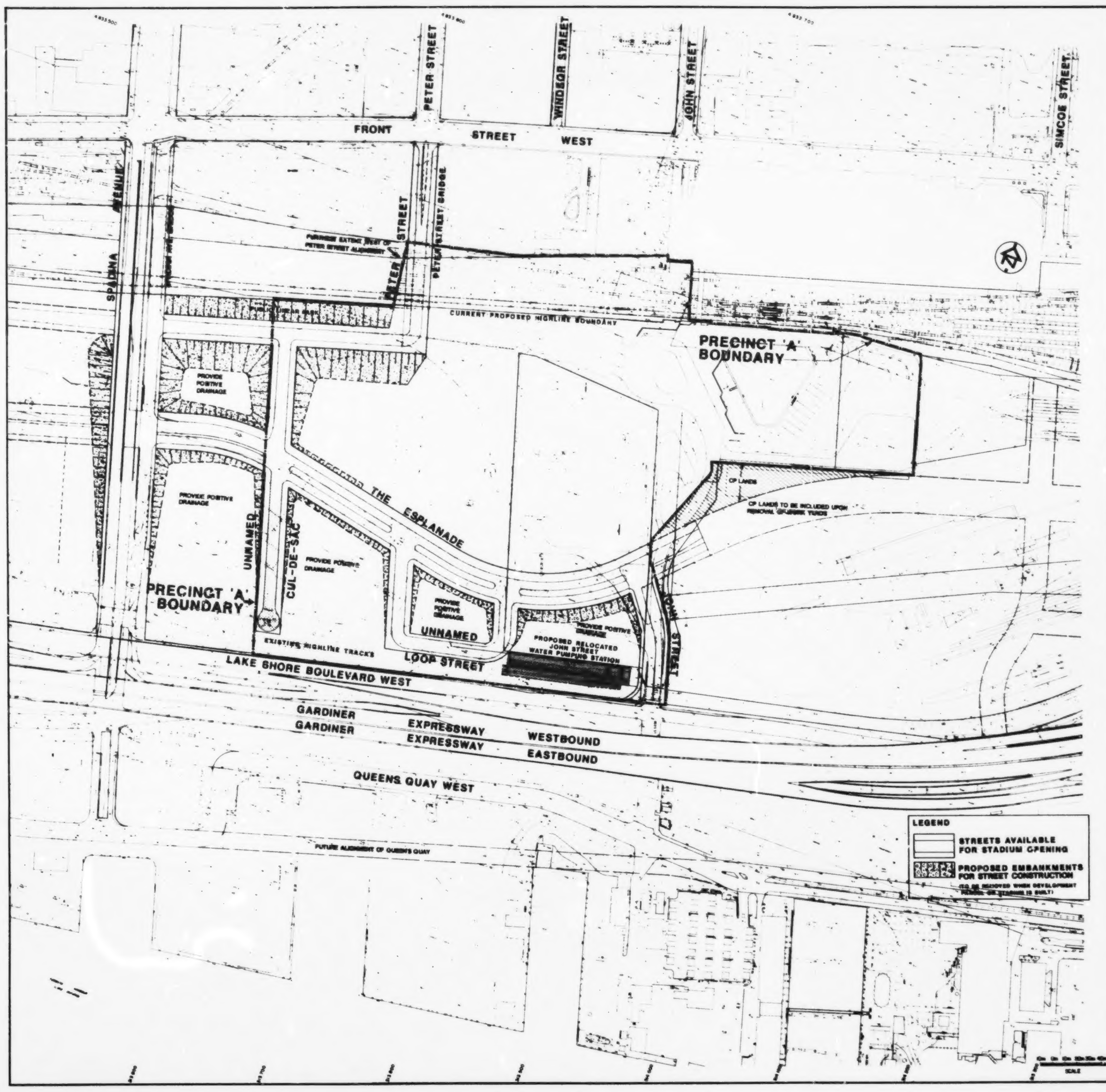
CN Real Estate
Immeubles

RAILWAY LANDS
STADIUM PRECINCT
'A'

STREETS AVAILABLE
FOR STADIUM OPENING
TEMPORARY CONDITION

SCHEDULE 2A2 TO
PRECINCT 'A' AGREEMENT

1:1000	Dec./1985
J.C.B	C.A.B.
70-210	2A1


FRONT STREET WEST
PETER STREET
WINDSOR STREET
JOHN STREET
SIMCOE STREET
SPADINA AVENUE
PETER STREET/BRIDGE
CURRENT PROPOSED HIGHLINE BOUNDARY
PRECINCT 'A' BOUNDARY
PROVIDE POSITIVE DRAINAGE
THE ESPLANADE
CUL-DE-SAC
UNNAMED
CP LANDS
CP LANDS TO BE INCLUDED UPON REMOVAL OF ... YARDS
PROPOSED RELOCATED JOHN STREET WATER PUMPING STATION
EXISTING HIGHLINE TRACKS
LOOP STREET
LAKE SHORE BOULEVARD WEST
GARDINER EXPRESSWAY WESTBOUND
GARDINER EXPRESSWAY EASTBOUND
QUEENS QUAY WEST
FUTURE ALIGNMENT OF QUEEN'S QUAY
LEGEND
STREETS AVAILABLE FOR STADIUM OPENING
PROPOSED EMBANKMENTS FOR STREET CONSTRUCTION
SCALE

general notes

THIS DRAWING SHOWS AVAILABLE ROADS AT STADIUM OPENING IF THE HIGH LINE IS REMOVED

january 10 86

no	date	by	
2	1 86		PETER STREET
	DEC 16/1985		

revision

BIA
Beinhaker/Irwin Associates
Architects, Engineers, Planners

CN Real Estate Immeubles

consultants

project title

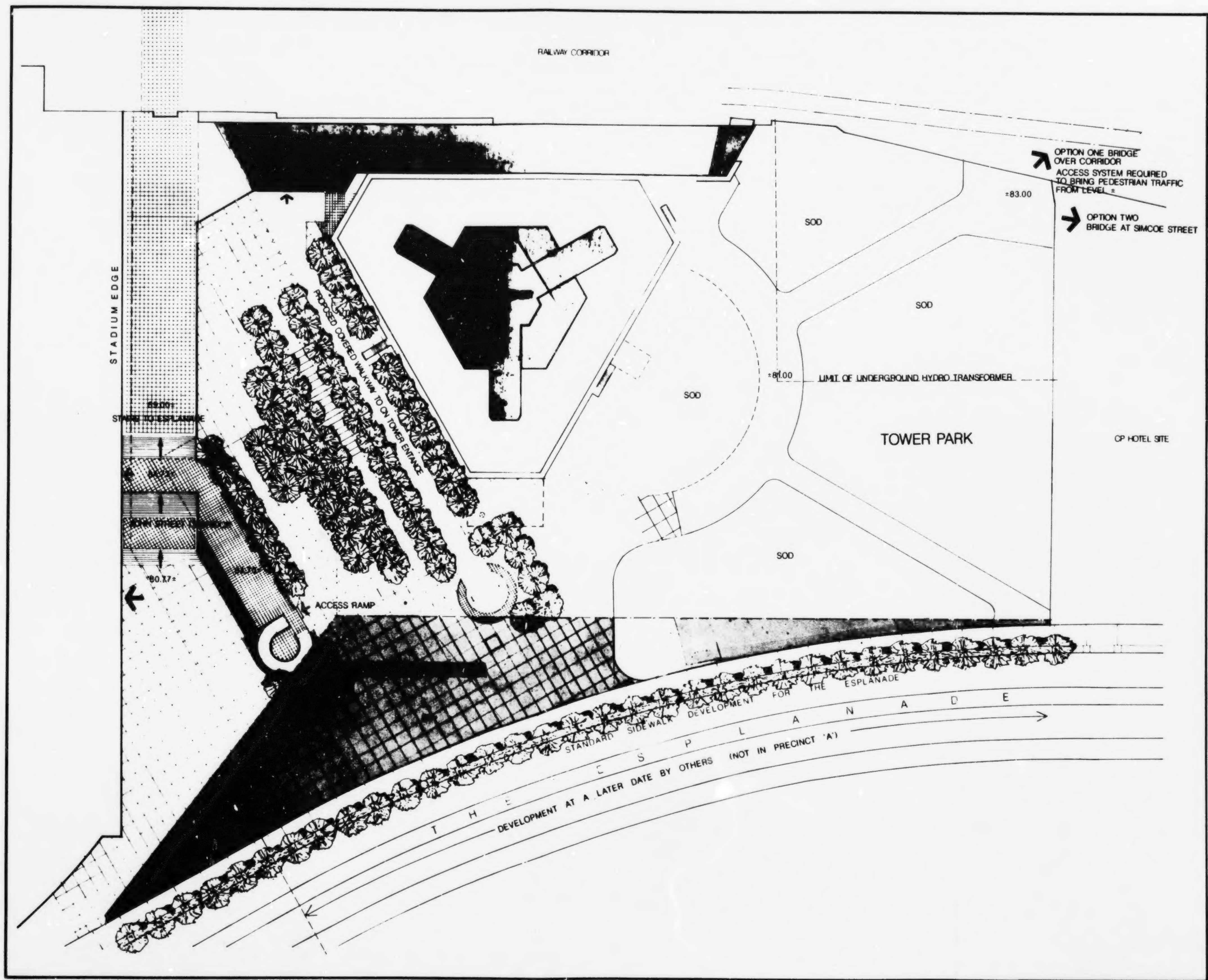
RAILWAY LANDS
STADIUM PRECINCT
'A'

sheet title

STREETS AVAILABLE FOR STADIUM OPENING PERMANENT CONDITION

SCHEDULE 2A2 TO PRECINCT 'A' AGREEMENT

scale 1:1500
date Dec./1985
drawn J.C.B.
checked C.A.B.
project no. TO-2113
sheet no. 2A2


RAILWAY CORRIDOR
STADIUM EDGE
OPTION ONE BRIDGE OVER CORRIDOR
ACCESS SYSTEM REQUIRED TO BRING PEDESTRIAN TRAFFIC FROM LEVEL
+83.00
OPTION TWO BRIDGE AT SIMCOE STREET
SOD
SOD
SOD
SOD
+81.00
LIMIT OF UNDERGROUND HYDRO TRANSFORMER
TOWER PARK
CP HOTEL SITE
PROPOSED COVERED WALKWAY TO CN TOWER ENTRANCE
STAIRS TO ESPLANADE
JOHN STREET CORRIDOR
80.77±
ACCESS RAMP
STANDARD SIDEWALK DEVELOPMENT FOR THE ESPLANADE
THE ESPLANADE
DEVELOPMENT AT A LATER DATE BY OTHERS (NOT IN PRECINCT 'A')

general notes

THIS IS A CONCEPTUAL PLAN INTENDED TO SHOW PROGRAM AND APPROPRIATE USES FOR:

PUBLICLY ACCESSIBLE OPEN SPACE

CITY PARK

january 10 86

no	date	by	
1	1-86		NEW PLAN

revision

BIA
Beinhaker/Irwin Associates
Architects, Engineers, Planners

CN Real Estate Immeubles

consultants

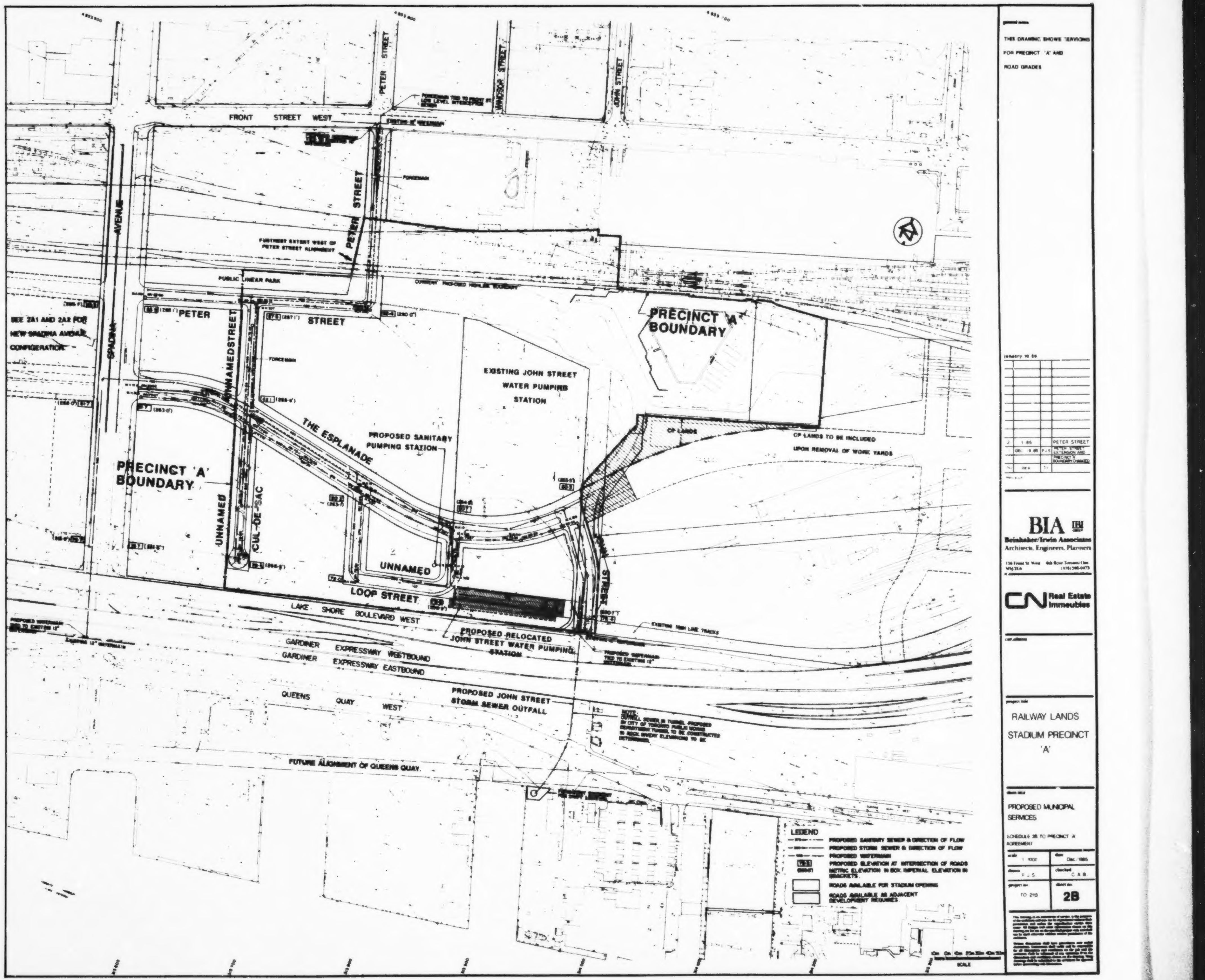
project title

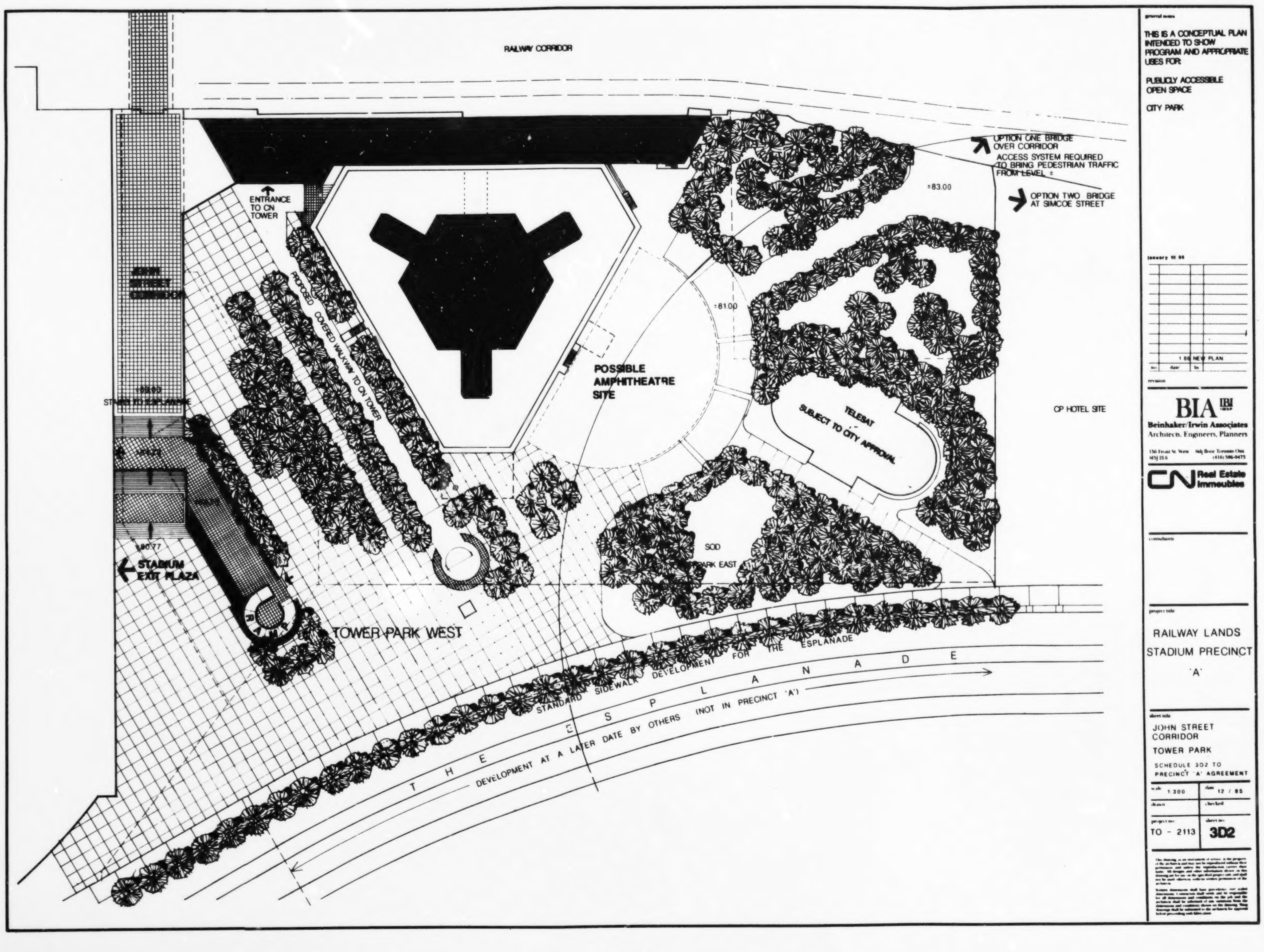
RAILWAY LANDS
STADIUM PRECINCT
'A'

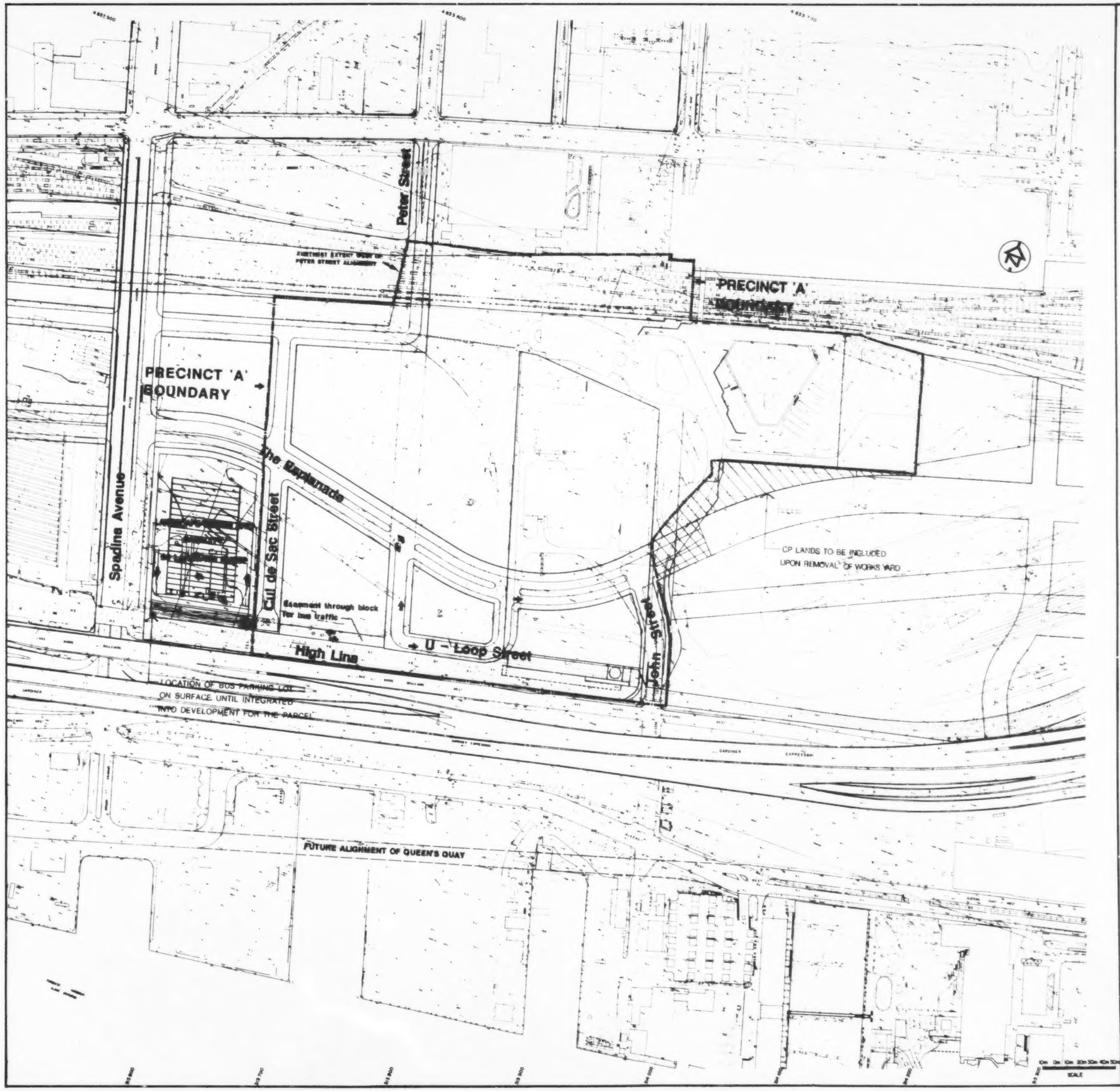
sheet title

JOHN STREET CORRIDOR
TOWER PARK
PARK AVAILABLE AT TIME OF STADIUM OPENING
SCHEDULE 3D TO PRECINCT 'A' AGREEMENT

scale 1:300
date 12 / 85
drawn
checked
project no. TO - 2113
sheet no. 3D1


FRONT STREET WEST
PETER STREET
JOHN STREET
SPADINA AVENUE
FURTHEST EXTENT WEST OF PETER STREET ALIGNMENT
PUBLIC LINEAR PARK
SEE 2A1 AND 2A2 FOR NEW SPADINA AVENUE CONFIGURATION
PETER STREET
UNNAMED STREET
CUL-DE-SAC
UNNAMED
FORCEMAIN
THE ESPLANADE
PROPOSED SANITARY PUMPING STATION
EXISTING JOHN STREET WATER PUMPING STATION
PRECINCT 'A' BOUNDARY
PRECINCT 'A' BOUNDARY
CP LANDS
CP LANDS TO BE INCLUDED UPON REMOVAL OF WORK YARDS
UNNAMED
LOOP STREET
LAKE SHORE BOULEVARD WEST
PROPOSED RELOCATED JOHN STREET WATER PUMPING STATION
GARDINER EXPRESSWAY WESTBOUND
GARDINER EXPRESSWAY EASTBOUND
QUEENS QUAY WEST
PROPOSED JOHN STREET STORM SEWER OUTFALL
FUTURE ALIGNMENT OF QUEENS QUAY
LEGEND
PROPOSED SANITARY SEWER & DIRECTION OF FLOW
PROPOSED STORM SEWER & DIRECTION OF FLOW
PROPOSED WATERMAIN
PROPOSED ELEVATION AT INTERSECTION OF ROADS METRIC ELEVATION IN BOX, IMPERIAL ELEVATION IN BRACKETS.
ROADS AVAILABLE FOR STADIUM OPENING
ROADS AVAILABLE AS ADJACENT DEVELOPMENT REQUIRES
SCALE
general notes
THIS DRAWING SHOWS SERVICING FOR PRECINCT 'A' AND ROAD GRADES
january 10 86
2 1 86 PETER STREET
DEC 19 85 P.J.S. PETER STREET EXTENSION AND PRECINCT A BOUNDARY CHANGED
no date by
revision
BIA IBI
Beinhaker/Irwin Associates
Architects, Engineers, Planners
156 Front St. West 6th floor Toronto Ont. M5J 2L6 (416) 596-0475
CN Real Estate Immeubles
consultants
project title
RAILWAY LANDS
STADIUM PRECINCT 'A'
sheet title
PROPOSED MUNICIPAL SERVICES
SCHEDULE 2B TO PRECINCT 'A' AGREEMENT
scale 1:1000
date Dec/1985
drawn P.J.S.
checked C.A.B.
project no. TO 2113
sheet no. 2B


RAILWAY CORRIDOR
OPTION ONE BRIDGE OVER CORRIDOR
ACCESS SYSTEM REQUIRED TO BRING PEDESTRIAN TRAFFIC FROM LEVEL
OPTION TWO BRIDGE AT SIMCOE STREET
±83.00
ENTRANCE TO CN TOWER
JOHN STREET CORRIDOR
PROPOSED COVERED WALKWAY TO CN TOWER
±81.00
POSSIBLE AMPHITHEATRE SITE
TELESAT SUBJECT TO CITY APPROVAL
CP HOTEL SITE
STAIRS TO ESPLANADE
±80.77
STADIUM EXIT PLAZA
SOD
PARK EAST
TOWER PARK WEST
STANDARD SIDEWALK DEVELOPMENT FOR THE ESPLANADE
THE ESPLANADE
DEVELOPMENT AT A LATER DATE BY OTHERS (NOT IN PRECINCT 'A')
general notes
THIS IS A CONCEPTUAL PLAN INTENDED TO SHOW PROGRAM AND APPROPRIATE USES FOR:
PUBLICLY ACCESSIBLE OPEN SPACE
CITY PARK
january 10 86
1 86 NEW PLAN
no date by
revision
BIA IBI
Beinhaker/Irwin Associates
Architects, Engineers, Planners
156 Front St. West 6th floor Toronto Ont. M5J 2L6 (416) 596-0475
CN Real Estate Immeubles
consultants
project title
RAILWAY LANDS
STADIUM PRECINCT 'A'
sheet title
JOHN STREET CORRIDOR
TOWER PARK
SCHEDULE 3D2 TO PRECINCT 'A' AGREEMENT
scale 1:300
date 12/85
drawn
checked
project no. TO - 2113
sheet no. 3D2


Peter Street
FARTHEST EXTENT WEST OF PETER STREET ALIGNMENT
PRECINCT 'A' BOUNDARY
PRECINCT 'A' BOUNDARY
Spadina Avenue
Cul de Sac Street
The Esplanade
Easement through block for bus traffic
High Line
U - Loop Street
John Street
CP LANDS TO BE INCLUDED UPON REMOVAL OF WORKS YARD
LOCATION OF BUS PARKING LOT ON SURFACE UNTIL INTEGRATED INTO DEVELOPMENT FOR THE PARCEL
GARDINER EXPRESSWAY
FUTURE ALIGNMENT OF QUEEN'S QUAY
10m 0m 10m 20m 30m 40m 50m
SCALE

THIS DRAWING IS INTENDED
TO SHOW THE LOCATION
OF A BUS PARKING FACILITY
WITH A CAPACITY OF
50 BUSES

January 10 86

1.86 50 BUS SPACES
1.86 PETER STREET
12.18.85 REMOVE RIGHT TURN

BIA IBI
Beinhaker/Irwin Associates
Architects, Engineers, Planners

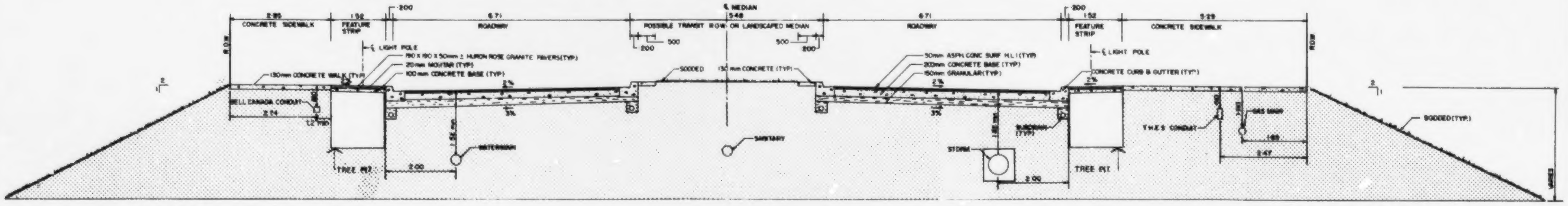
CN Real Estate
Immeubles

RAILWAY LANDS
STADIUM PRECINCT
A

BUS PARKING LAYOUT

SCHEDULE 2C TO
PRECINCT A AGREEMENT

scale 1:1000	date DECEMBER 1985
drawn IK	checked GD
project no. TO-2113	sheet no. 2C


2·85
CONCRETE SIDEWALK
1·52
FEATURE STRIP
200
6·71
ROADWAY
℄ MEDIAN
5·48
POSSIBLE TRANSIT R.O.W. OR LANDSCAPED MEDIAN
200
500
500
200
6·71
ROADWAY
200
1·52
FEATURE STRIP
5·29
CONCRETE SIDEWALK
R.O.W.
R.O.W.
℄ LIGHT POLE
190 X 190 X 50mm ± HURON ROSE GRANITE PAVERS(TYP)
20mm MORTAR (TYP)
100mm CONCRETE BASE (TYP)
130mm CONCRETE WALK (TYP)
SODDED
130 mm CONCRETE (TYP)
50mm ASPH.CONC SURF H.L.1 (TYP)
200mm CONCRETE BASE (TYP)
150mm GRANULAR (TYP)
℄ LIGHT POLE
CONCRETE CURB & GUTTER (TYP)
2%
3%
2%
3%
2%
BELL CANADA CONDUIT
2·74
1·2 min
1·56 min
WATERMAIN
TREE PIT
2·00
SANITARY
STORM
1·85 min
SUBDRAIN (TYP)
2·00
TREE PIT
T.H.E.S. CONDUIT
GAS MAIN
1·85
2·47
SODDED (TYP)
2
1
VARIES

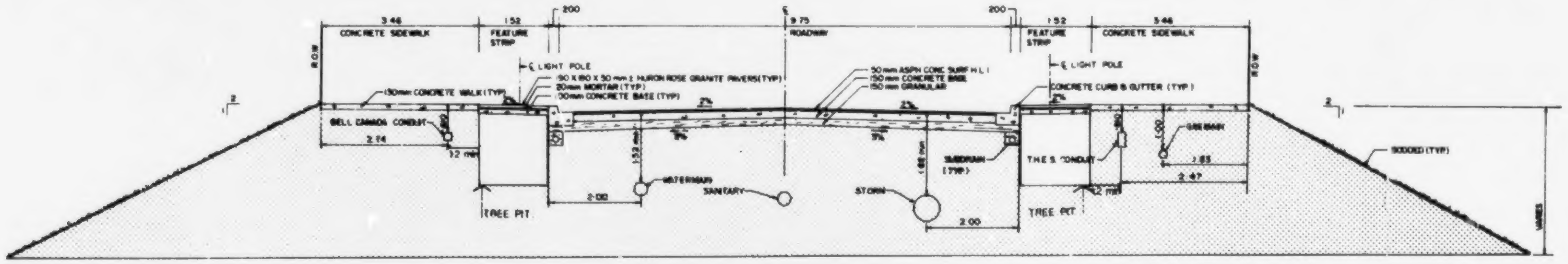
TYPICAL CROSS SECTION (THE ESPLANADE)

30·48M R.O.W.

TREE PITS AND UNDERGROUND SERVICES TO BE LOCATED
AS PER APPROVED DEPARTMENT OF PUBLIC WORKS
CROSS SECTIONS SHOWING A 1.2 m SEPARATION BETWEEN
THESE TWO ELEMENTS OF INFRASTRUCTURE

LEGEND

▨ CN RESPONSIBLE FOR ALL INSTALLATIONS IN SHADED AREA EXCEPT HYDRO,GAS & BELL. CITY SHARES COST ON ALL INSTALLATIONS ABOVE SHADED AREA.

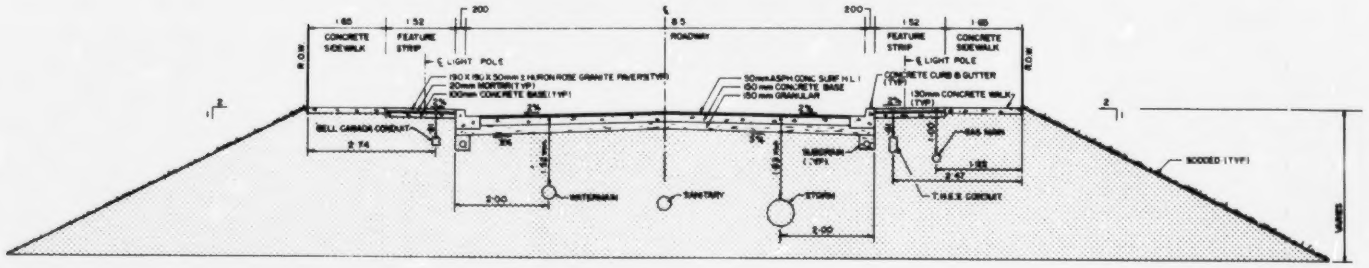

3·46
CONCRETE SIDEWALK
1·52
FEATURE STRIP
200
℄
9·75
ROADWAY
200
1·52
FEATURE STRIP
3·46
CONCRETE SIDEWALK
R.O.W.
R.O.W.
℄ LIGHT POLE
190 X 190 X 50 mm ± HURON ROSE GRANITE PAVERS(TYP)
20mm MORTAR (TYP)
100mm CONCRETE BASE (TYP)
130mm CONCRETE WALK (TYP)
50 mm ASPH CONC SURF H.L.1
150 mm CONCRETE BASE
150 mm GRANULAR
℄ LIGHT POLE
CONCRETE CURB & GUTTER (TYP)
2%
3%
2%
3%
BELL CANADA CONDUIT
2·74
1·2 min
1·52 min
WATERMAIN
SANITARY
2·00
TREE PIT
STORM
1·85 min
SUBDRAIN (TYP)
2·00
TREE PIT
T.H.E.S. CONDUIT
GAS MAIN
1·00
1·85
2·47
1·2 min
SODDED (TYP)
2
1
VARIES

TYPICAL CROSS SECTION (LOCAL STREET)

20·11 M R.O.W.

LEGEND

▨ CN RESPONSIBLE FOR ALL INSTALLATIONS IN SHADED AREA EXCEPT HYDRO,GAS & BELL. CITY SHARES COST ON ALL INSTALLATIONS ABOVE SHADED AREA.


1·65
CONCRETE SIDEWALK
1·52
FEATURE STRIP
200
℄
8·5
ROADWAY
200
1·52
FEATURE STRIP
1·65
CONCRETE SIDEWALK
R.O.W.
R.O.W.
℄ LIGHT POLE
190 X 190 X 50mm ± HURON ROSE GRANITE PAVERS(TYP)
20mm MORTAR (TYP)
100mm CONCRETE BASE (TYP)
50mm ASPH CONC SURF H.L.1
150 mm CONCRETE BASE
150 mm GRANULAR
℄ LIGHT POLE
CONCRETE CURB & GUTTER (TYP)
130mm CONCRETE WALK (TYP)
2%
3%
2%
3%
BELL CANADA CONDUIT
2·74
1·56 min
WATERMAIN
2·00
SANITARY
1·85 min
STORM
SUBDRAIN (TYP)
2·00
GAS MAIN
1·00
1·85
2·47
T.H.E.S. CONDUIT
SODDED (TYP)
2
1
VARIES

TYPICAL CROSS SECTION (LOCAL STREET)

15·24M R.O.W.

NOTE: NO STREET TREES ON 15.24 R.O.W.

LEGEND

▨ CN RESPOSIBLE FOR ALL INSTALLTIONS IN SHADED AREA EXCEPT HYDRO,GAS &BELL. CITY SHARES COST ON ALL INSTALLATIONS ABOVE SHADED AREA.

general notes

THIS PLAN IS INTENDED TO SHOW LEVEL ABOVE WICH THE CITY SHARES INFRASTRUCTURE COSTS.

January 19 86

No	date	by	
1	DEC 1985	IK	TREE PITS

Revision

BIA IBI
Beinhaker/Irwin Associates
Architects, Engineers, Planners
156 Front St. West 5th Floor Toronto Ont.
M5J 2L6 (416) 596-0475

CN Real Estate
Immeubles

consultants

project title
RAILWAY LANDS
STADIUM PRECINCT
'A'

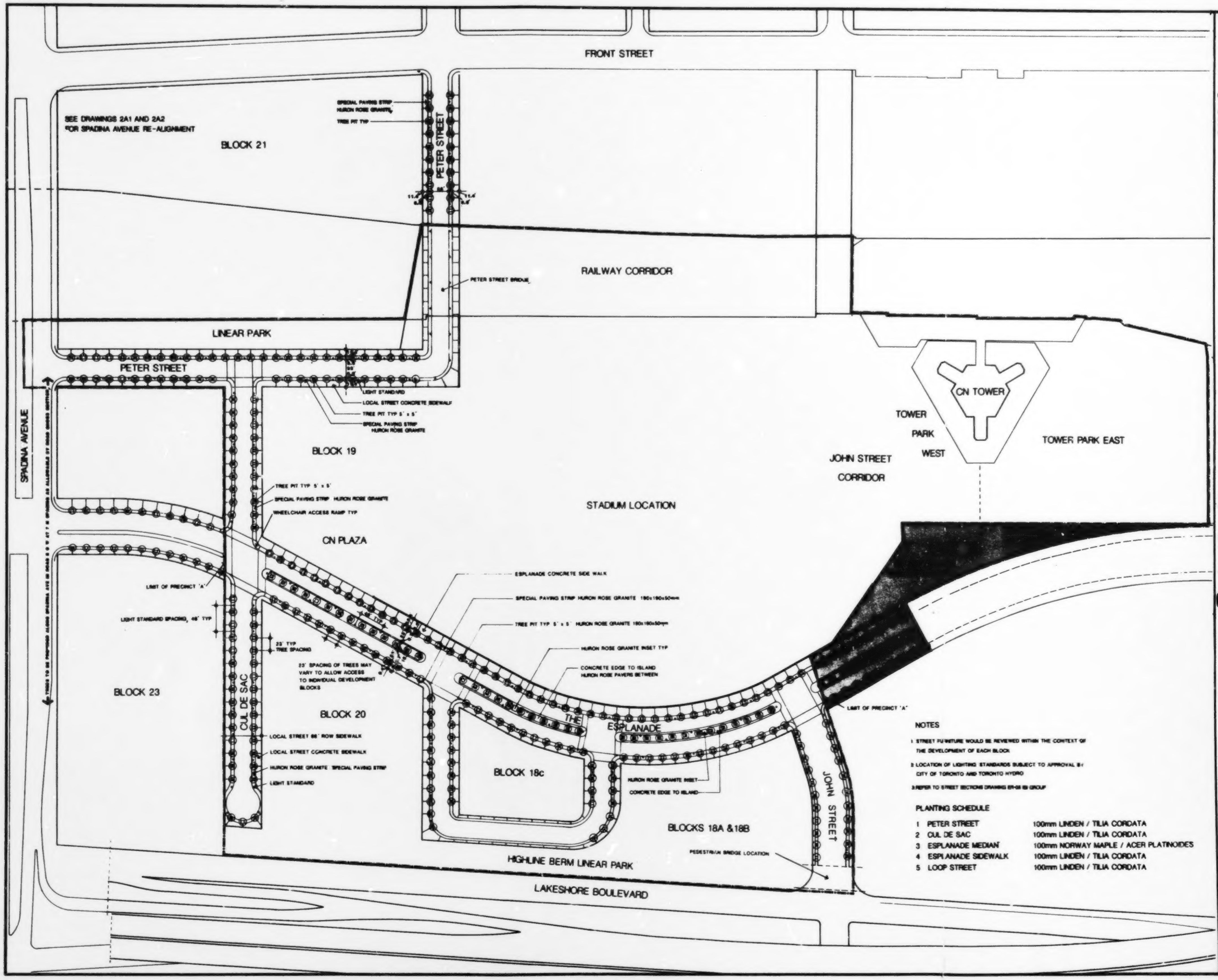
sheet title
TYPICAL ROAD
CROSS SECTIONS

SCHEDULE 2F TO PRECINCT 'A' AGREEMENT

scale 1:500	date Dec./1985
drawn P.S.	checked C.B.
project no. TO-2113	sheet no. 2F

[illegible]

SCALE


FRONT STREET
SEE DRAWINGS 2A1 AND 2A2
FOR SPADINA AVENUE RE-ALIGNMENT
BLOCK 21
SPECIAL PAVING STRIP
HURON ROSE GRANITE
TREE PIT TYP
PETER STREET
11.4
6.6
66'
RAILWAY CORRIDOR
PETER STREET BRIDGE
LINEAR PARK
PETER STREET
SPADINA AVENUE
LIGHT STANDARD
LOCAL STREET CONCRETE SIDEWALK
TREE PIT TYP 5' x 5'
SPECIAL PAVING STRIP
HURON ROSE GRANITE
BLOCK 19
TREE PIT TYP 5' x 5'
SPECIAL PAVING STRIP HURON ROSE GRANITE
WHEELCHAIR ACCESS RAMP TYP
CN PLAZA
CN TOWER
TOWER
PARK
WEST
TOWER PARK EAST
JOHN STREET
CORRIDOR
STADIUM LOCATION
LIMIT OF PRECINCT 'A'
LIGHT STANDARD SPACING, 46' TYP
23' TYP
TREE SPACING
46' TYP
23' SPACING OF TREES MAY
VARY TO ALLOW ACCESS
TO INDIVIDUAL DEVELOPMENT
BLOCKS
BLOCK 23
CUL DE SAC
BLOCK 20
LOCAL STREET 66' ROW SIDEWALK
LOCAL STREET CONCRETE SIDEWALK
HURON ROSE GRANITE SPECIAL PAVING STRIP
LIGHT STANDARD
ESPLANADE CONCRETE SIDE WALK
SPECIAL PAVING STRIP HURON ROSE GRANITE 190x190x50mm
TREE PIT TYP 5' x 5' HURON ROSE GRANITE 190x190x50mm
HURON ROSE GRANITE INSET TYP
CONCRETE EDGE TO ISLAND
HURON ROSE PAVERS BETWEEN
THE ESPLANADE
BLOCK 18c
HURON ROSE GRANITE INSET
CONCRETE EDGE TO ISLAND
BLOCKS 18A &18B
JOHN STREET
LIMIT OF PRECINCT 'A'
PEDESTRIAN BRIDGE LOCATION
HIGHLINE BERM LINEAR PARK
LAKESHORE BOULEVARD

NOTES

1 STREET FURNITURE WOULD BE REVIEWED WITHIN THE CONTEXT OF THE DEVELOPMENT OF EACH BLOCK

2 LOCATION OF LIGHTING STANDARDS SUBJECT TO APPROVAL BY CITY OF TORONTO AND TORONTO HYDRO

3 REFER TO STREET SECTIONS DRAWING ER-08 IBI GROUP

PLANTING SCHEDULE

1	PETER STREET	100mm LINDEN / TILIA CORDATA
2	CUL DE SAC	100mm LINDEN / TILIA CORDATA
3	ESPLANADE MEDIAN	100mm NORWAY MAPLE / ACER PLATINOIDES
4	ESPLANADE SIDEWALK	100mm LINDEN / TILIA CORDATA
5	LOOP STREET	100mm LINDEN / TILIA CORDATA

general notes

THIS IS A CONCEPT PLAN INTENDED TO SHOW DEVELOPMENT WITHIN THE CONTEXT OF THE CITY REQUIREMENTS FOR

CITY STREETS

REFER TO DRAWING 2B FOR DETAILS

HURON ROSE GRANITE SUBJECT TO AVAILABILITY ACTUAL MATERIAL TO BE DECIDED PRIOR TO INSTALLATION

january 10 86

6	12 / 85	GP	ESPLANADE EXT
5	12 / 85	GP	CROSSWALKS
4	12 / 85	GP	50' ROW TREES
3	12 / 85	GP	PRECINCT BOUND
2	12 / 85	GP	SPADINA ALIGN
1	12 / 85	GP	R.O.W. REVISIONS

Revisions

BIA IBI

Beinhaker/Irwin Associates
Architects, Engineers, Planners

156 Front St. West 6th floor Toronto Ont.
M5J 2L6 (416) 596-0473

CN Real Estate
Immeubles

consultants

project title

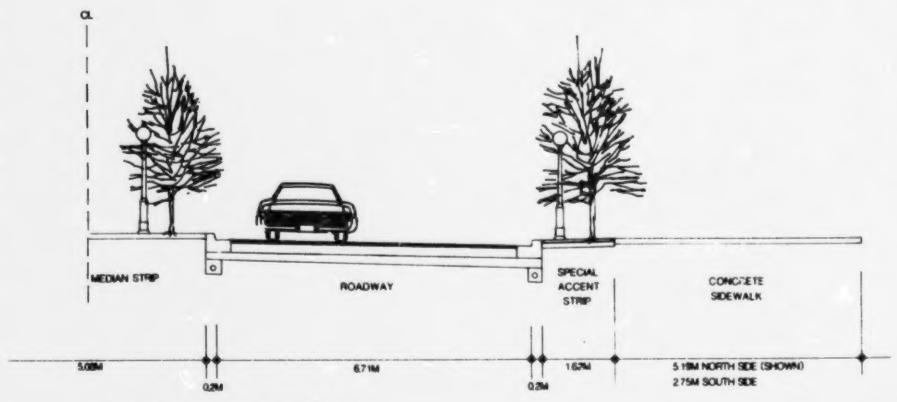
RAILWAY LANDS

STADIUM PRECINCT
'A'

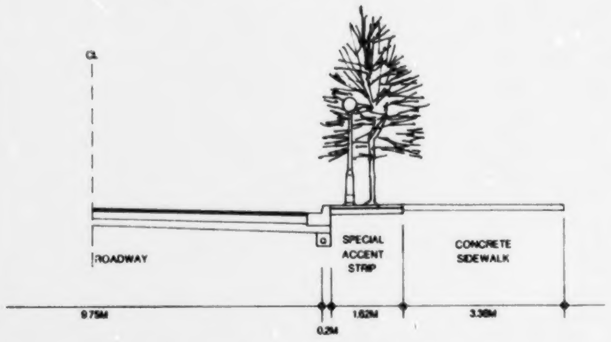
sheet title

STREETSCAPE
PLANTING
LIGHTING PAVING .
STREET FURNITURE
SCHEDULE 3A TO
PRECINCT 'A' AGREEMENT

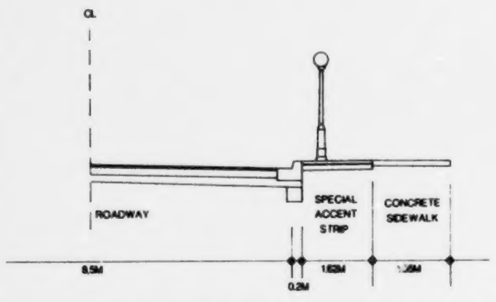
scale 1 : 50	date OCT 18, 1985
drawn GTP	checked GFD
project no. TO - 2113	sheet no. 3A


CL
MEDIAN STRIP
ROADWAY
SPECIAL ACCENT STRIP
CONCRETE SIDEWALK
5.08M
0.2M
6.71M
0.2M
1.62M
5.19M NORTH SIDE (SHOWN)
2.75M SOUTH SIDE

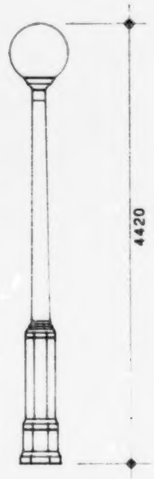
THE ESPLANADE - CROSS SECTION 1:50


CL
ROADWAY
SPECIAL ACCENT STRIP
CONCRETE SIDEWALK
9.75M
0.2M
1.62M
3.38M

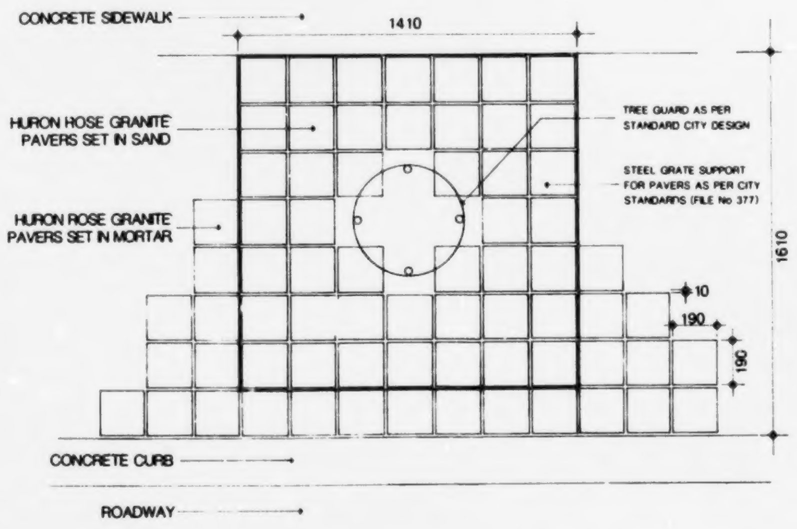
LOCAL STREET 20.11 M R O W - CROSS SECTION 1:50


CL
ROADWAY
SPECIAL ACCENT STRIP
CONCRETE SIDEWALK
8.5M
0.2M
1.62M
1.36M

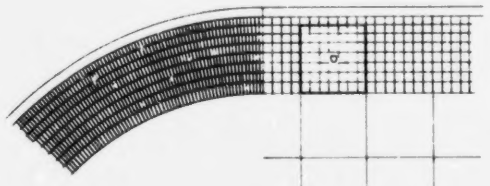
LOCAL STREET 15.24 M R O W - CROSS SECTION 1:50



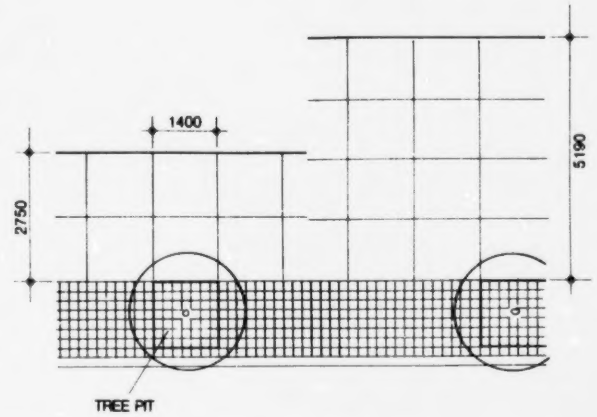
LIGHT STANDARD 1:12


CONCRETE SIDEWALK
1410
HURON ROSE GRANITE PAVERS SET IN SAND
HURON ROSE GRANITE PAVERS SET IN MORTAR
TREE GUARD AS PER STANDARD CITY DESIGN
STEEL GRATE SUPPORT FOR PAVERS AS PER CITY STANDARDS (FILE No 377)
1610
10
190
190
CONCRETE CURB
ROADWAY

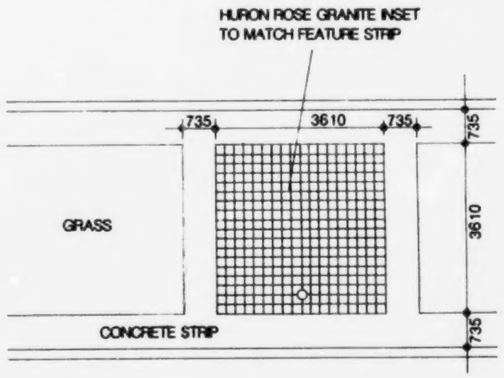
TREE PIT 1:10



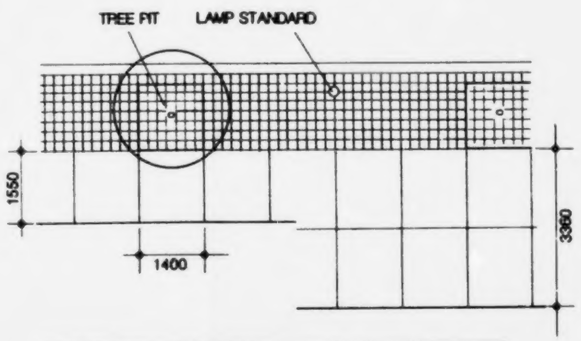
CORNER PATTERN 1:50


1400
2750
5190
TREE PIT

SIDEWALKS - THE ESPLANADE SOUTH SIDE / NORTH SIDE


HURON ROSE GRANITE INSET TO MATCH FEATURE STRIP
735
3610
735
735
3610
735
GRASS
CONCRETE STRIP

MEDIAN STRIP 1:50


TREE PIT
LAMP STANDARD
1550
1400
3360

SIDEWALKS - 15.24M R.O.W. / 20.11M R.O.W. 1:50

general notes

HURON ROSE GRANITE SUBJECT TO PRODUCT AVAILABILITY ACTUAL MATERIAL TO BE DECIDED PRIOR TO INSTALLATION

january 10 86

1	12 / 85	GP	LIGHT STANDARD
no.	date	by	

revision

BIA IBI GROUP
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CN Real Estate Immeubles

consultants

project title

RAILWAY LANDS
STADIUM PRECINCT
'A'

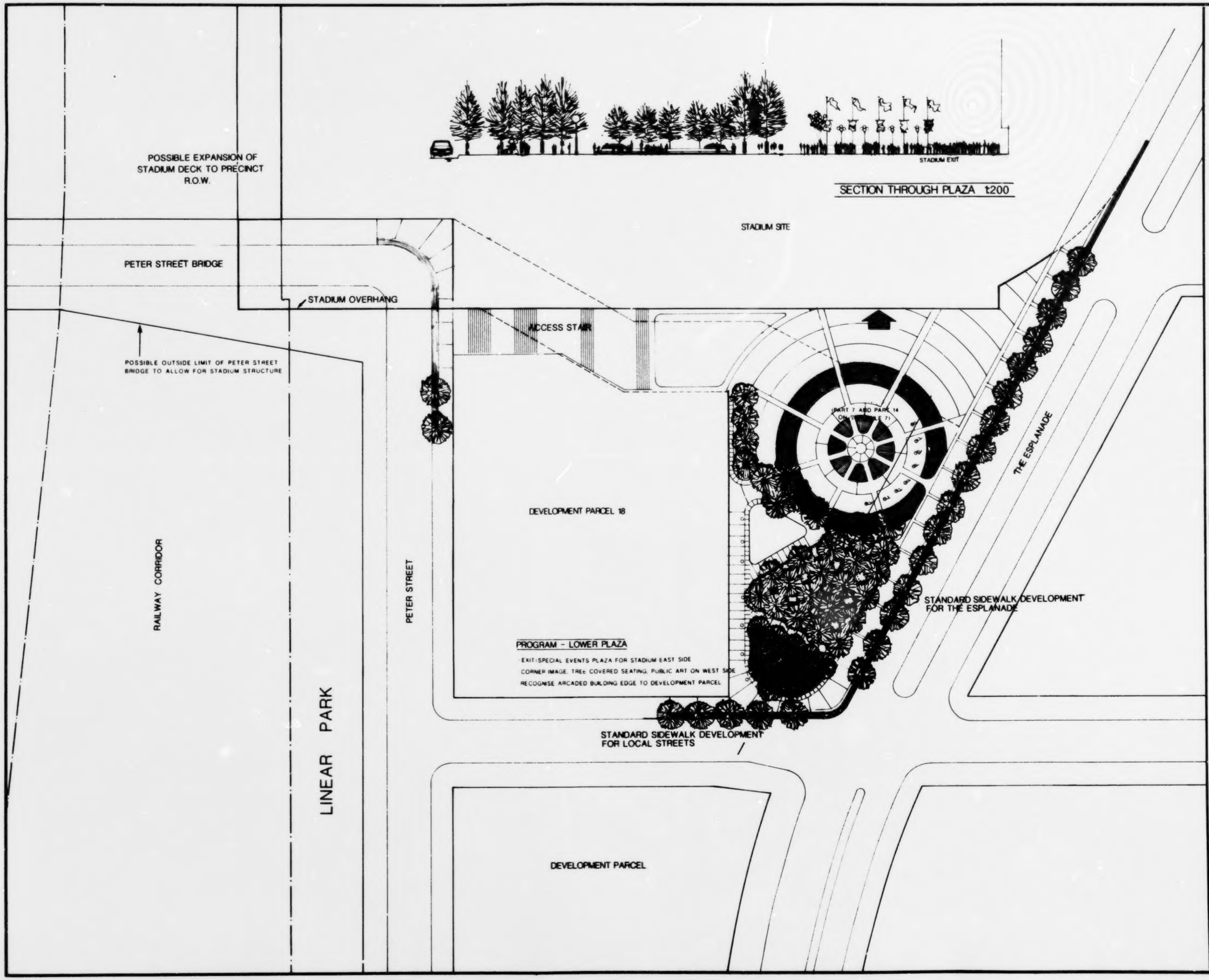
sheet title

STREETSCAPE
DETAILS

SCHEDULE 3B TO
PRECINCT A AGREEMENT

scale AS NOTED	date NOVEMBER 1985
drawn GP	checked GFD
project no. TO - 2113	sheet no. **3B**

[illegible]



POSSIBLE EXPANSION OF STADIUM DECK TO PRECINCT R.O.W.
STADIUM EXIT
SECTION THROUGH PLAZA 1:200
STADIUM SITE
PETER STREET BRIDGE
STADIUM OVERHANG
ACCESS STAIR
POSSIBLE OUTSIDE LIMIT OF PETER STREET BRIDGE TO ALLOW FOR STADIUM STRUCTURE
(PART 7 AND PART 14 ON SCHEDULE 7)
THE ESPLANADE
DEVELOPMENT PARCEL 18
RAILWAY CORRIDOR
PETER STREET
LINEAR PARK
STANDARD SIDEWALK DEVELOPMENT FOR THE ESPLANADE
STANDARD SIDEWALK DEVELOPMENT FOR LOCAL STREETS
DEVELOPMENT PARCEL

PROGRAM - LOWER PLAZA

- EXIT/SPECIAL EVENTS PLAZA FOR STADIUM EAST SIDE
- CORNER IMAGE. TREE COVERED SEATING, PUBLIC ART ON WEST SIDE
- RECOGNISE ARCADED BUILDING EDGE TO DEVELOPMENT PARCEL

general notes

THIS IS A CONCEPTUAL PLAN INTENDED TO SHOW THE PROGRAM USES AND TYPE OF DEVELOPMENT APPROPRIATE TO THIS

PUBLICLY ACCESSIBLE OPEN SPACE

SEE REFERENCE PLAN - SCHEDULE 7 - FOR DESCRIPTION OF PUBLICLY ACCESSIBLE OPEN SPACE DESCRIBED AS PART 7

january 10 86

no	date	by	
3	1 - 86		NEW STADIUM REVISED PETER STREET
2	1 - 86		
1	12 / 85		REVISE PADS

revisions

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project title

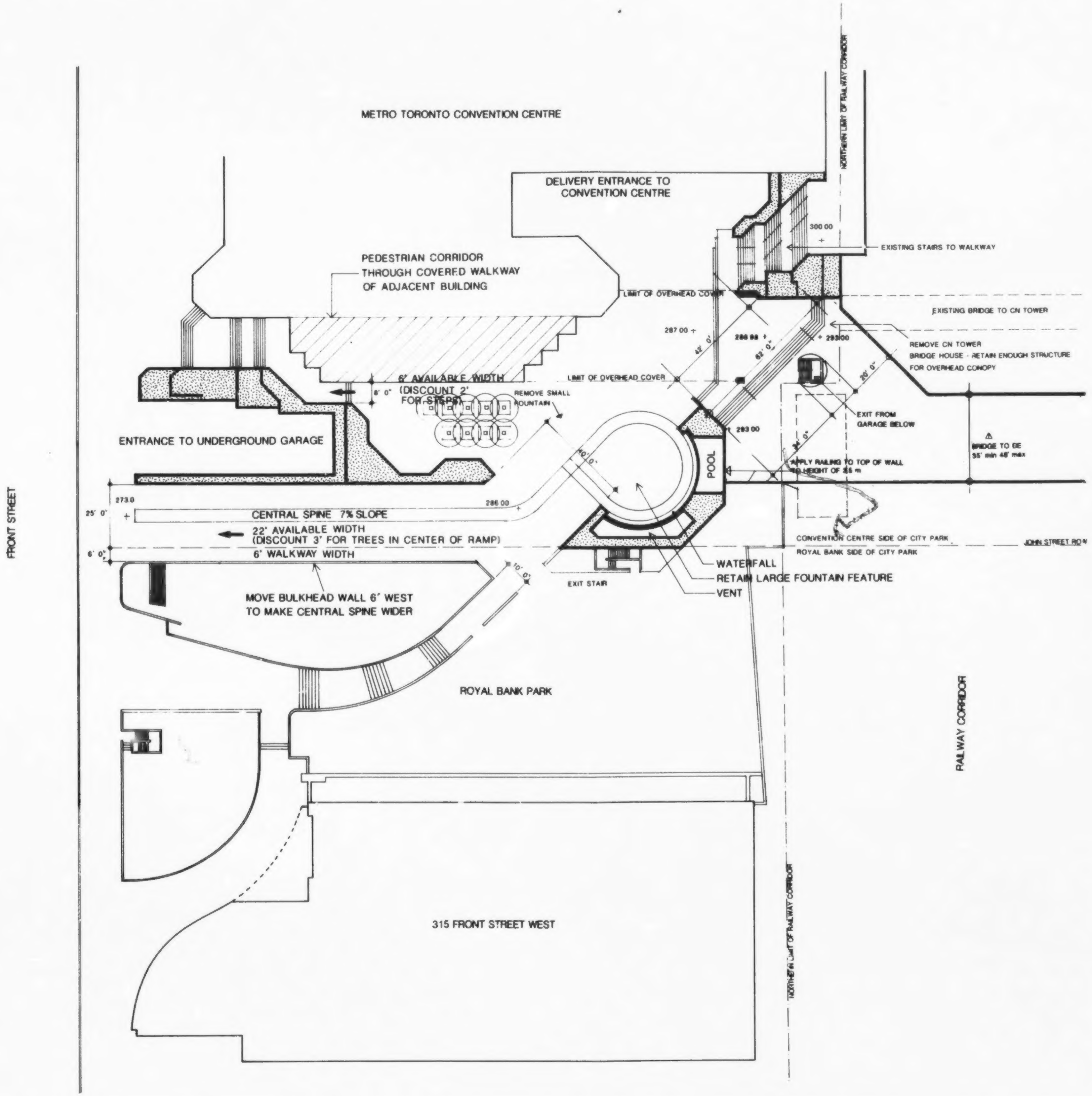
RAILWAY LANDS
STADIUM PRECINCT

sheet title

CN PLAZA

SCHEDULE 3C TO
PRECINCT 'A' AGREEMENT

scale	date
1:300	OCTOBER 1986
drawn GTP	checked GFD
project no. 2113	sheet no. 3C


METRO TORONTO CONVENTION CENTRE
DELIVERY ENTRANCE TO CONVENTION CENTRE
PEDESTRIAN CORRIDOR THROUGH COVERED WALKWAY OF ADJACENT BUILDING
NORTHERN LIMIT OF RAILWAY CORRIDOR
300 00
EXISTING STAIRS TO WALKWAY
LIMIT OF OVERHEAD COVER
EXISTING BRIDGE TO CN TOWER
287 00 +
288 98 +
42' 0"
62' 0"
+ 293 00
REMOVE CN TOWER BRIDGE HOUSE - RETAIN ENOUGH STRUCTURE FOR OVERHEAD CONOPY
20' 0"
6' AVAILABLE WIDTH (DISCOUNT 2' FOR STEPS)
8' 0"
LIMIT OF OVERHEAD COVER
REMOVE SMALL FOUNTAIN
EXIT FROM GARAGE BELOW
293 00
24' 0"
⚠ BRIDGE TO DE 35' min 48' max
ENTRANCE TO UNDERGROUND GARAGE
40' 0"
POOL
APPLY RAILING TO TOP OF WALL TO HEIGHT OF 35 m
273.0
286 00
25' 0"
CENTRAL SPINE 7% SLOPE
22' AVAILABLE WIDTH (DISCOUNT 3' FOR TREES IN CENTER OF RAMP)
6' 0"
6' WALKWAY WIDTH
CONVENTION CENTRE SIDE OF CITY PARK
ROYAL BANK SIDE OF CITY PARK
JOHN STREET RO/W
FRONT STREET
10' 0"
EXIT STAIR
WATERFALL
RETAIN LARGE FOUNTAIN FEATURE
VENT
MOVE BULKHEAD WALL 6' WEST TO MAKE CENTRAL SPINE WIDER
ROYAL BANK PARK
RAILWAY CORRIDOR
NORTHERN LIMIT OF RAILWAY CORRIDOR
315 FRONT STREET WEST

general notes

THIS IS A CONCEPTUAL PLAN INTENDED TO SHOW THE CHANGES WITHIN THE CONTEXT OF THE CITY REQUIREMENTS FOR

CITY PARK

▭ REPRESENTS PEDESTRIAN BRIDGE AND LANDING AREA OVER THE RAIL CORRIDOR

▨ REPRESENTS LANDSCAPED AREAS

january 10 86

2	1-86		BRIDGE 35 min 48 max
⚠	DEC 85		35' WIDTH
no	date	by	

revision

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project title

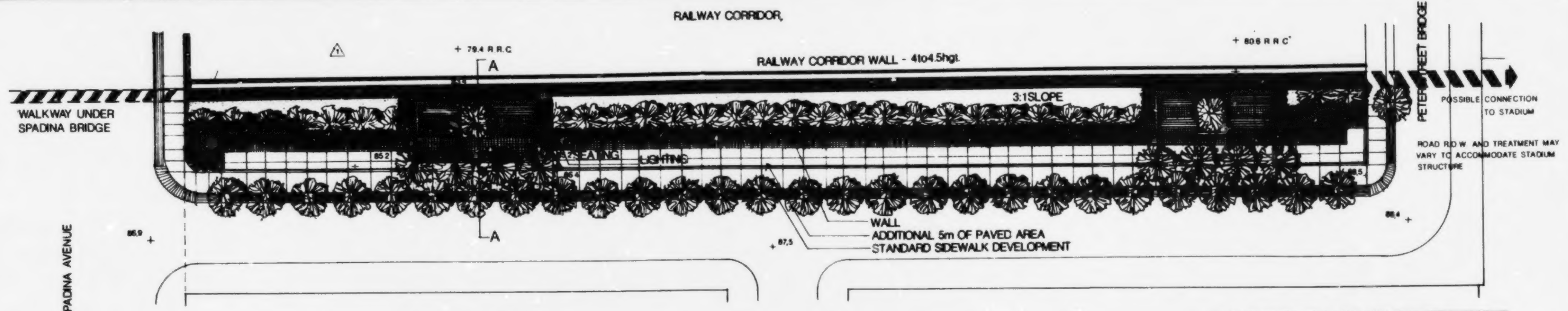
RAILWAY LANDS
STADIUM PRECINCT
A

sheet title

JOHN STREET PARK REVISIONS

SCHEDULE 3E TO PRECINCT 'A' AGREEMENT

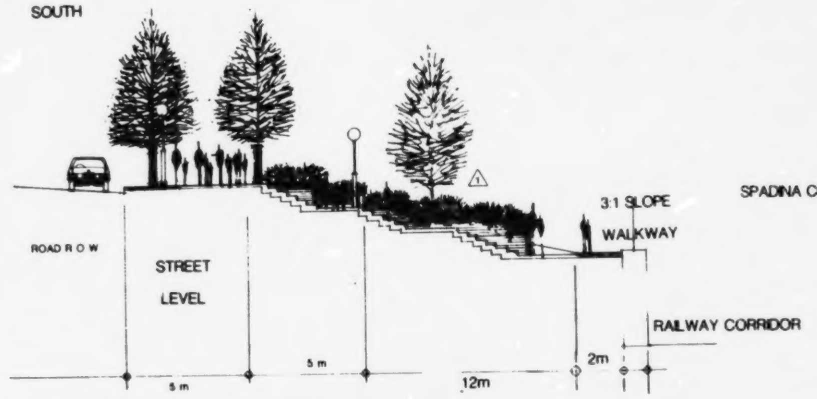
scale 1/16" 1' 0"	date OCTOBER 1985
drawn GP	checked Gp
project no. TO - 2113	sheet no. 3E


RAILWAY CORRIDOR
RAILWAY CORRIDOR WALL - 4to4.5hgt.
+ 79.4 R R C
+ 80.6 R R C
A
A
WALKWAY UNDER
SPADINA BRIDGE
3:1 SLOPE
SEATING
LIGHTING
85.2
86.4
88.5
88.4 +
85.9 +
+ 87.5
WALL
ADDITIONAL 5m OF PAVED AREA
STANDARD SIDEWALK DEVELOPMENT
SPADINA AVENUE
PETER STREET BRIDGE
POSSIBLE CONNECTION
TO STADIUM
ROAD R.O.W. AND TREATMENT MAY
VARY TO ACCOMMODATE STADIUM
STRUCTURE

PROGRAM - LINEAR PARK

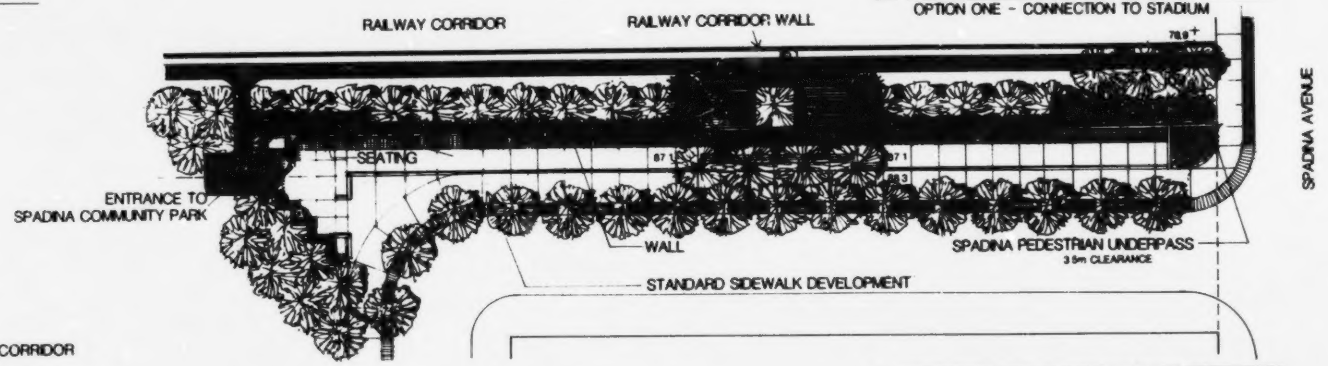
△ LINEAR PARK EAST OF SPADINA 1 : 300

OPTION ONE - CONNECTION TO STADIUM

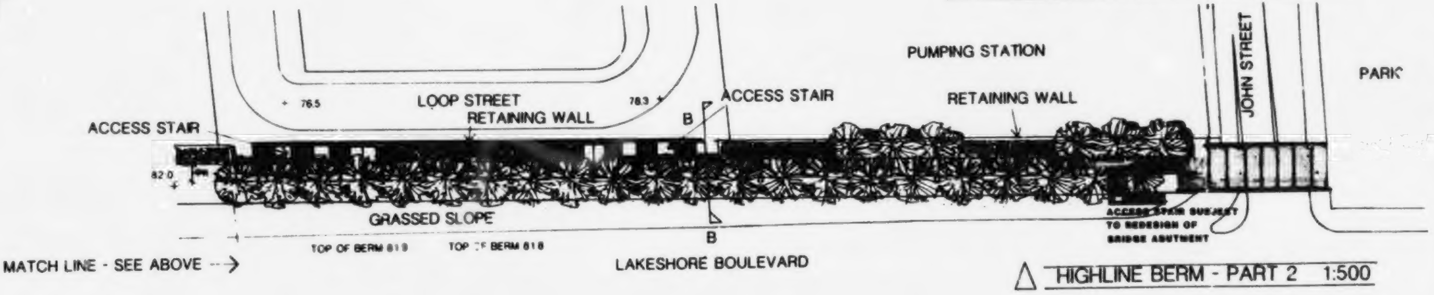

SOUTH
ROAD R O W
STREET
LEVEL
3:1 SLOPE
WALKWAY
RAILWAY CORRIDOR
5 m
5 m
12m
2m

TYPICAL SECTION THROUGH LINEAR PARK 1:100

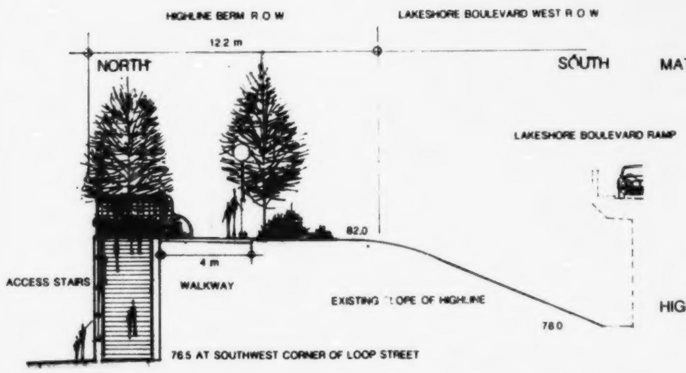
AA


RAILWAY CORRIDOR
RAILWAY CORRIDOR WALL
78.9 +
SEATING
87.1
87.1
88.3
ENTRANCE TO
SPADINA COMMUNITY PARK
WALL
STANDARD SIDEWALK DEVELOPMENT
SPADINA PEDESTRIAN UNDERPASS
3.5m CLEARANCE
SPADINA AVENUE

△ LINEAR PARK WEST OF SPADINA 1 : 300

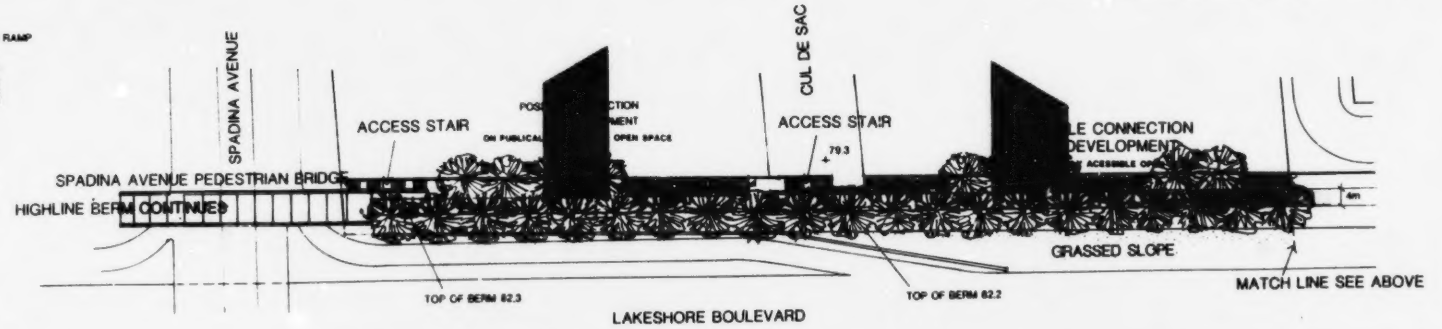

PUMPING STATION
JOHN STREET
PARK
+ 76.5
LOOP STREET
RETAINING WALL
78.3 +
B
ACCESS STAIR
RETAINING WALL
ACCESS STAIR
82.0 +
GRASSED SLOPE
B
ACCESS STAIR SUBJECT
TO REDESIGN OF
BRIDGE ABUTMENT
TOP OF BERM 81.9
TOP OF BERM 81.8
LAKESHORE BOULEVARD
MATCH LINE - SEE ABOVE

△ HIGHLINE BERM - PART 2 1:500


HIGHLINE BERM R O W
LAKESHORE BOULEVARD WEST R O W
12.2 m
NORTH
SOUTH
LAKESHORE BOULEVARD RAMP
82.0
4 m
ACCESS STAIRS
WALKWAY
EXISTING SLOPE OF HIGHLINE
78.0
76.5 AT SOUTHWEST CORNER OF LOOP STREET

TYPICAL SECTION THROUGH HIGHLINE BERM LINEAR PARK 1:100

BB


SPADINA AVENUE
CUL DE SAC
ACCESS STAIR
POSSIBLE CONNECTION
DEVELOPMENT
ON PUBLICALLY ACCESSIBLE OPEN SPACE
ACCESS STAIR
79.3
POSSIBLE CONNECTION
DEVELOPMENT
ACCESSIBLE OPEN SPACE
SPADINA AVENUE PEDESTRIAN BRIDGE
HIGHLINE BERM CONTINUES
4m
GRASSED SLOPE
TOP OF BERM 82.3
TOP OF BERM 82.2
MATCH LINE SEE ABOVE
LAKESHORE BOULEVARD

△ HIGHLINE BERM - PART 1 1 : 500

PROGRAM - HIGH LINE BERM

- 4m WIDE WALK LANDSCAPED WITH TREES AND SHRUBS
- LIGHTING TO PROVIDE SECURITY
- ACCESS STAIR AT LOOP STREET , CUL DE SAC, JOHN AND SPADINA
- BERM RETAINED BY ADJACENT DEVELOPMENT

general notes

THIS IS A CONCEPTUAL PLAN
INTENDED TO SHOW USES AND
DEVELOPMENT APPROPRIATE TO :

LINEAR CITY PARK

january 19 86

4	DEC 1985	IK	CHANGE R.O.W.
3	120685	GFD	STADIUM CONNECTION
	12685	gd	ADD PAOS ACCESS
△	111185	gfd	[illegible]

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CN Real Estate
Immeubles

consultants

project title

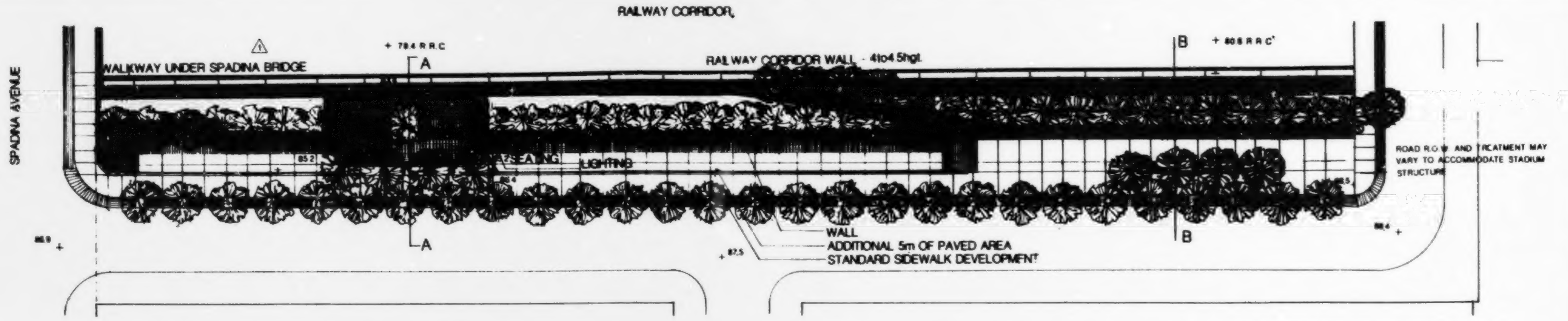
RAILWAY LANDS
STADIUM PRECINCT
'A'

sheet title

LINEAR PARK OPTION ONE
HIGHLINE BERM

SCHEDULE 3F1 TO
PRECINCT 'A' AGREEMENT

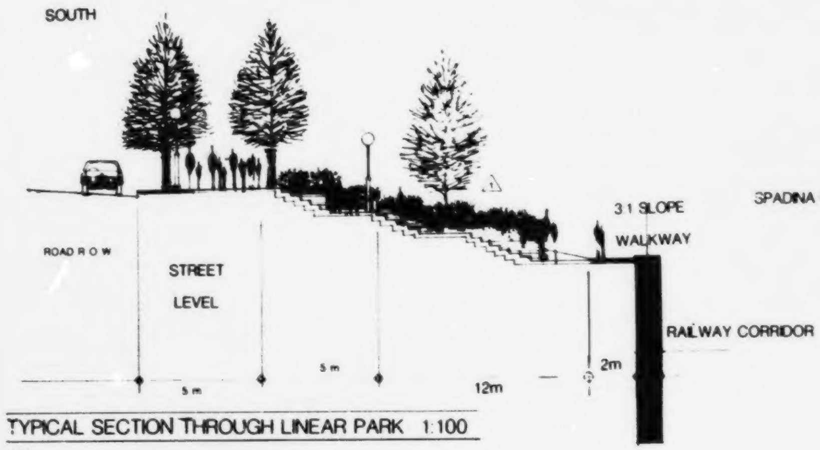
scale AS NOTED	date OCTOBER 1985
drawn	checked
project no. TO - 2113	sheet no. 3F1


RAILWAY CORRIDOR
WALKWAY UNDER SPADINA BRIDGE
+ 79.4 R.R.C
A
RAILWAY CORRIDOR WALL - 4to4.5hgt.
B
+ 80.6 R.R.C
SPADINA AVENUE
SEATING
LIGHTING
85.2
ROAD R.O.W AND TREATMENT MAY VARY TO ACCOMMODATE STADIUM STRUCTURE
WALL
ADDITIONAL 5m OF PAVED AREA
STANDARD SIDEWALK DEVELOPMENT
86.9
87.5
88.4
A
B

PROGRAM - LINEAR PARK

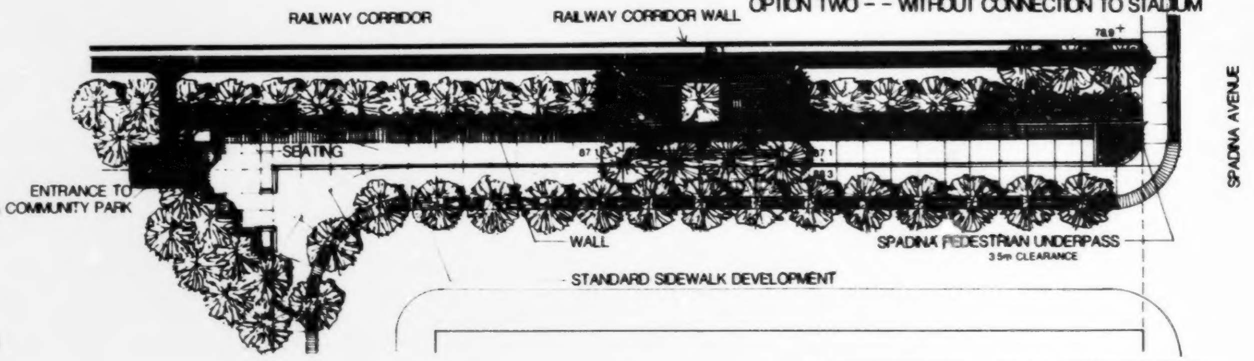
△ LINEAR PARK EAST OF SPADINA 1 : 300

OPTION TWO - - WITHOUT CONNECTION TO STADIUM

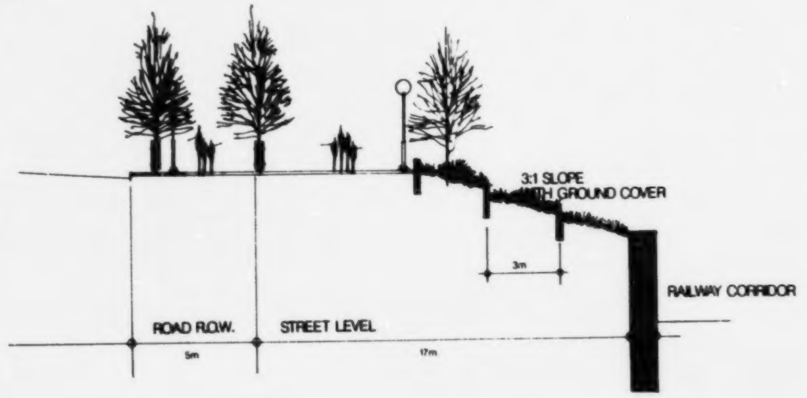

SOUTH
ROAD R.O.W
STREET LEVEL
3:1 SLOPE
WALKWAY
RAILWAY CORRIDOR
5 m
5 m
12m
2m

TYPICAL SECTION THROUGH LINEAR PARK 1:100

AA


RAILWAY CORRIDOR
RAILWAY CORRIDOR WALL
78.9
SPADINA AVENUE
SEATING
ENTRANCE TO SPADINA COMMUNITY PARK
87.1
WALL
SPADINA PEDESTRIAN UNDERPASS
3.5m CLEARANCE
STANDARD SIDEWALK DEVELOPMENT

△ LINEAR PARK WEST OF SPADINA 1 : 300


3:1 SLOPE WITH GROUND COVER
3m
RAILWAY CORRIDOR
ROAD R.O.W.
STREET LEVEL
5m
17m

TYPICAL SECTION THROUGH LINEAR PARK

BB

general notes

THIS IS A CONCEPTUAL PLAN
INTENDED TO SHOW USES AND
DEVELOPMENT APPROPRIATE TO :

LINEAR CITY PARK

january 19 86

	12/19/85		
3	120685	GFD	STADIUM CONNECTION
	112685	jd	ADD PAOS ACCESS
△	111185	gfd	[illegible]

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Architects, Engineers, Planners

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CN Real Estate
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consultants

project title

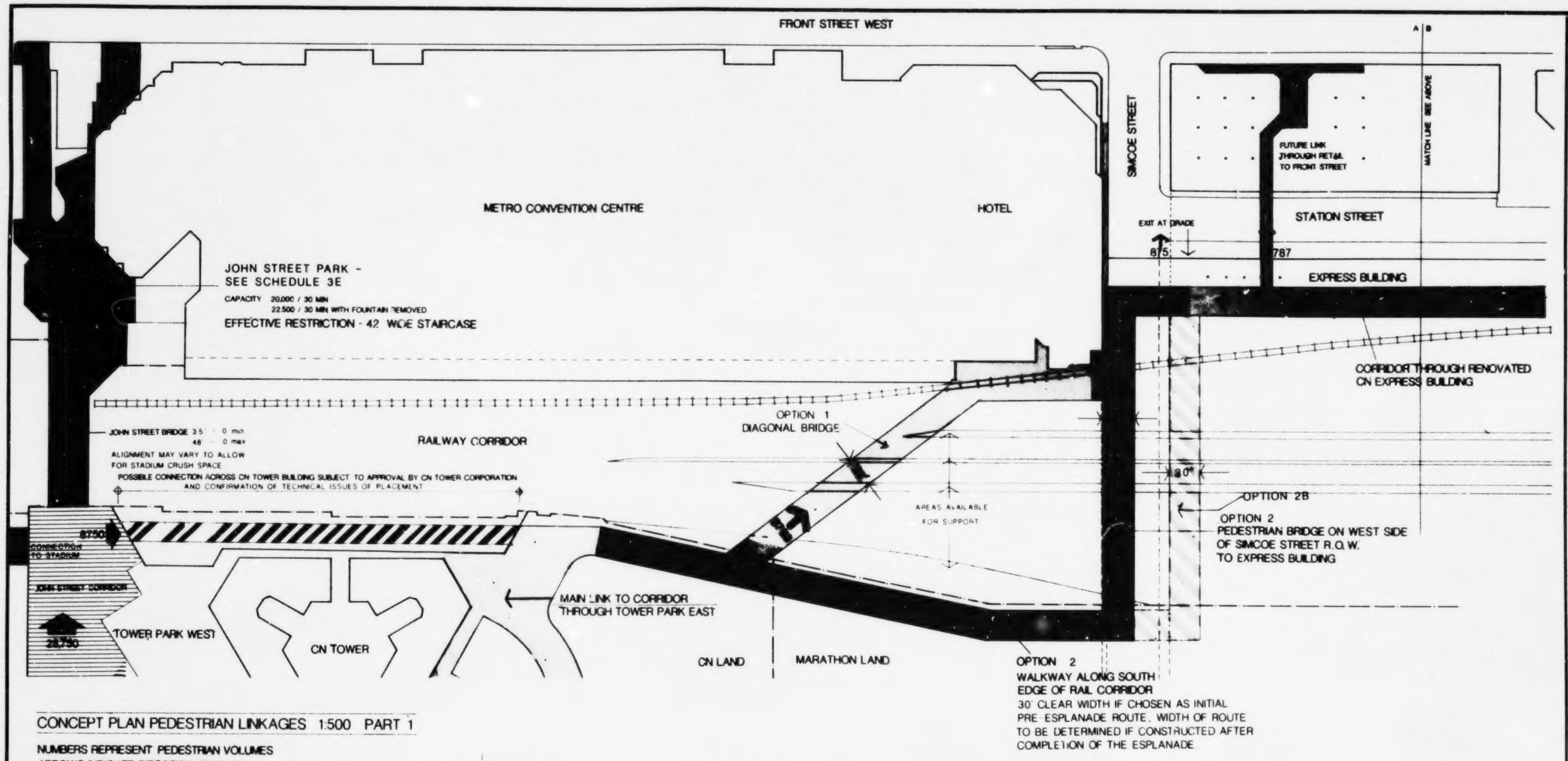
RAILWAY LANDS
STADIUM PRECINCT
'A'

sheet title

LINEAR PARK

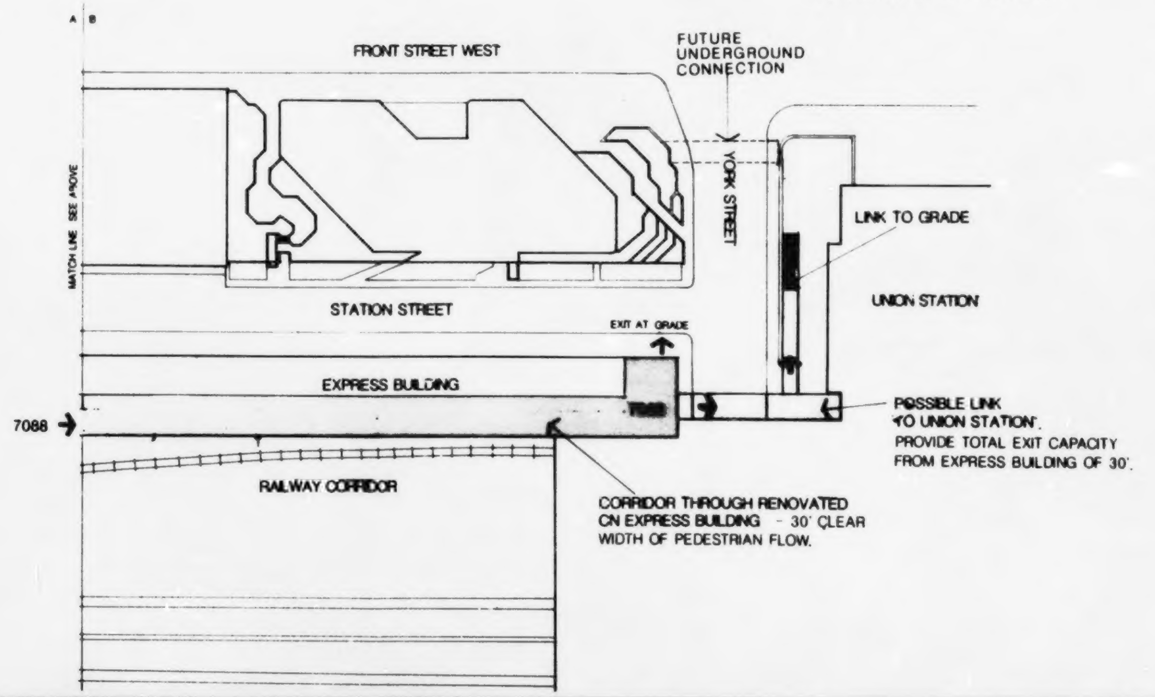
SCHEDULE 3F2 TO
PRECINCT 'A' AGREEMENT

scale AS NOTED	date OCTOBER 1985
drawn	checked
project no. TO - 2113	sheet no. 3F2


FRONT STREET WEST
A | B
METRO CONVENTION CENTRE
HOTEL
SIMCOE STREET
FUTURE LINK THROUGH RETAIL TO FRONT STREET
MATCH LINE SEE ABOVE
STATION STREET
EXIT AT GRADE
875
787
EXPRESS BUILDING
CORRIDOR THROUGH RENOVATED CN EXPRESS BUILDING
JOHN STREET PARK -
SEE SCHEDULE 3E
CAPACITY 20,000 / 30 MIN
22,500 / 30 MIN WITH FOUNTAIN REMOVED
EFFECTIVE RESTRICTION - 42 WIDE STAIRCASE
OPTION 1
DIAGONAL BRIDGE
JOHN STREET BRIDGE 35' - 0 min
48' - 0 max
ALIGNMENT MAY VARY TO ALLOW
FOR STADIUM CRUSH SPACE
RAILWAY CORRIDOR
POSSIBLE CONNECTION ACROSS CN TOWER BUILDING SUBJECT TO APPROVAL BY CN TOWER CORPORATION
AND CONFIRMATION OF TECHNICAL ISSUES OF PLACEMENT
AREAS AVAILABLE
FOR SUPPORT
30'
OPTION 2B
OPTION 2
PEDESTRIAN BRIDGE ON WEST SIDE
OF SIMCOE STREET R.O.W.
TO EXPRESS BUILDING
8750
CONNECTION TO STADIUM
JOHN STREET CORRIDOR
28,750
TOWER PARK WEST
CN TOWER
MAIN LINK TO CORRIDOR
THROUGH TOWER PARK EAST
CN LAND
MARATHON LAND
OPTION 2
WALKWAY ALONG SOUTH
EDGE OF RAIL CORRIDOR
30' CLEAR WIDTH IF CHOSEN AS INITIAL
PRE ESPLANADE ROUTE. WIDTH OF ROUTE
TO BE DETERMINED IF CONSTRUCTED AFTER
COMPLETION OF THE ESPLANADE

CONCEPT PLAN PEDESTRIAN LINKAGES 1:500 PART 1

NUMBERS REPRESENT PEDESTRIAN VOLUMES
ARROWS INDICATE DIRECTION OF FLOW
WIDTH OF BRIDGE (30') TO BE REVIEWED PRIOR TO INSTALLATION


A | B
FRONT STREET WEST
FUTURE
UNDERGROUND
CONNECTION
YORK STREET
MATCH LINE SEE ABOVE
LINK TO GRADE
UNION STATION
STATION STREET
EXIT AT GRADE
EXPRESS BUILDING
7088
POSSIBLE LINK
TO UNION STATION.
PROVIDE TOTAL EXIT CAPACITY
FROM EXPRESS BUILDING OF 30'.
RAILWAY CORRIDOR
CORRIDOR THROUGH RENOVATED
CN EXPRESS BUILDING - 30' CLEAR
WIDTH OF PEDESTRIAN FLOW.

CONCEPT PLAN PEDESTRIAN LINKAGES 1:500 PART 2

general notes

THIS CONCEPTUAL PLAN IS INTENDED TO SHOW THE THREE OPTIONS FOR PEDESTRIAN ROUTES SOUTH OF FRONT STREET EAST TO UNION STATION

OPTIONS ONE AND TWO ARE SHOWN, OPTION THREE IS A CORRIDOR ALONG THE PROPOSED ESPLANADE TO YORK STREET

january 16 86

4	19 12 85	IK	WALKWAY AT HOTEL
3	DEC 85	IK	BRIDGE 35'
2	DEC 85	GP	OPTION TWO
1	NOV 85	GD	30' WIDTH
no	date	by	

revisions

BIA IBI
Beinhaker/Irwin Associates
Architects, Engineers, Planners

156 Front St. West 6th floor Toronto Ont.
M5J 2L6 (416) 596-0473

CN Real Estate
Immeubles

consultants

project title

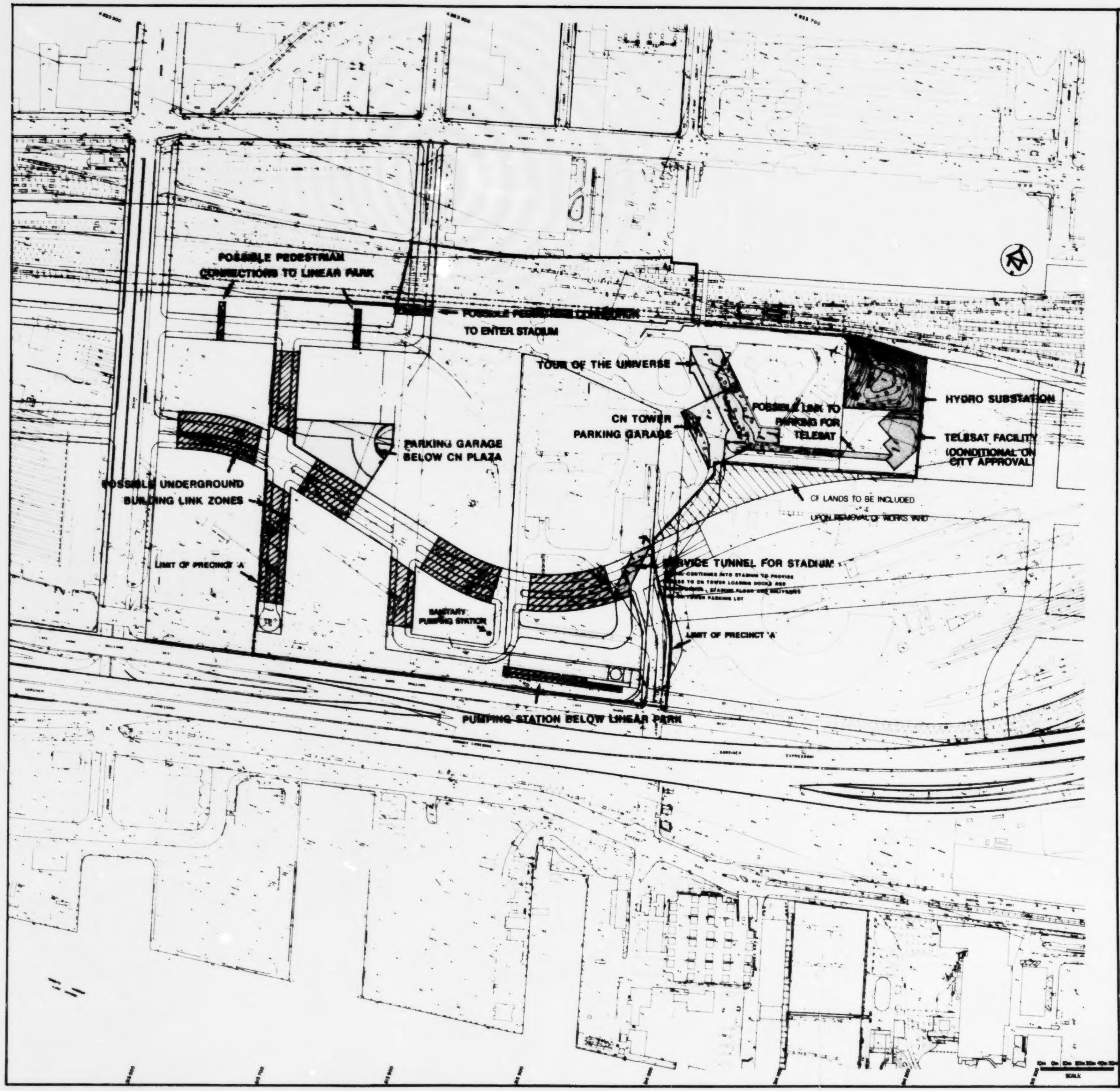
RAILWAY LANDS
STADIUM PRECINCT
A'

sheet title

PEDESTRIAN MOVEMENT SYSTEMS
OPTION ONE OPTION TWO, OPTION THREE
SCHEDULE 3G TO PRECINCT A AGREEMENT

scale 1 : 500	date NOVEMBER '85
drawn JS	checked GFO
project no. TO - 2113	sheet no. 3G

[illegible]


POSSIBLE PEDESTRIAN
CONNECTIONS TO LINEAR PARK
POSSIBLE PEDESTRIAN CONNECTION
TO ENTER STADIUM
TOUR OF THE UNIVERSE
HYDRO SUBSTATION
POSSIBLE LINK TO
PARKING FOR
TELESAT
CN TOWER
PARKING GARAGE
TELESAT FACILITY
(CONDITIONAL ON
CITY APPROVAL)
PARKING GARAGE
BELOW CN PLAZA
POSSIBLE UNDERGROUND
BUILDING LINK ZONES
CF LANDS TO BE INCLUDED
UPON REMOVAL OF WORKS YARD
LIMIT OF PRECINCT 'A'
SERVICE TUNNEL FOR STADIUM
SANITARY
PUMPING STATION
LIMIT OF PRECINCT 'A'
PUMPING STATION BELOW LINEAR PARK
GARDINER EXPRESSWAY
SCALE

THIS DRAWING SHOWS
THE POSSIBLE EXTENT
OF UNDERGROUND
STRUCTURES BELOW
ROADS AND PARKS.

january 16 86

19 12 85 REVISE
PRECINCT BOUNDARY

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RAILWAY LANDS

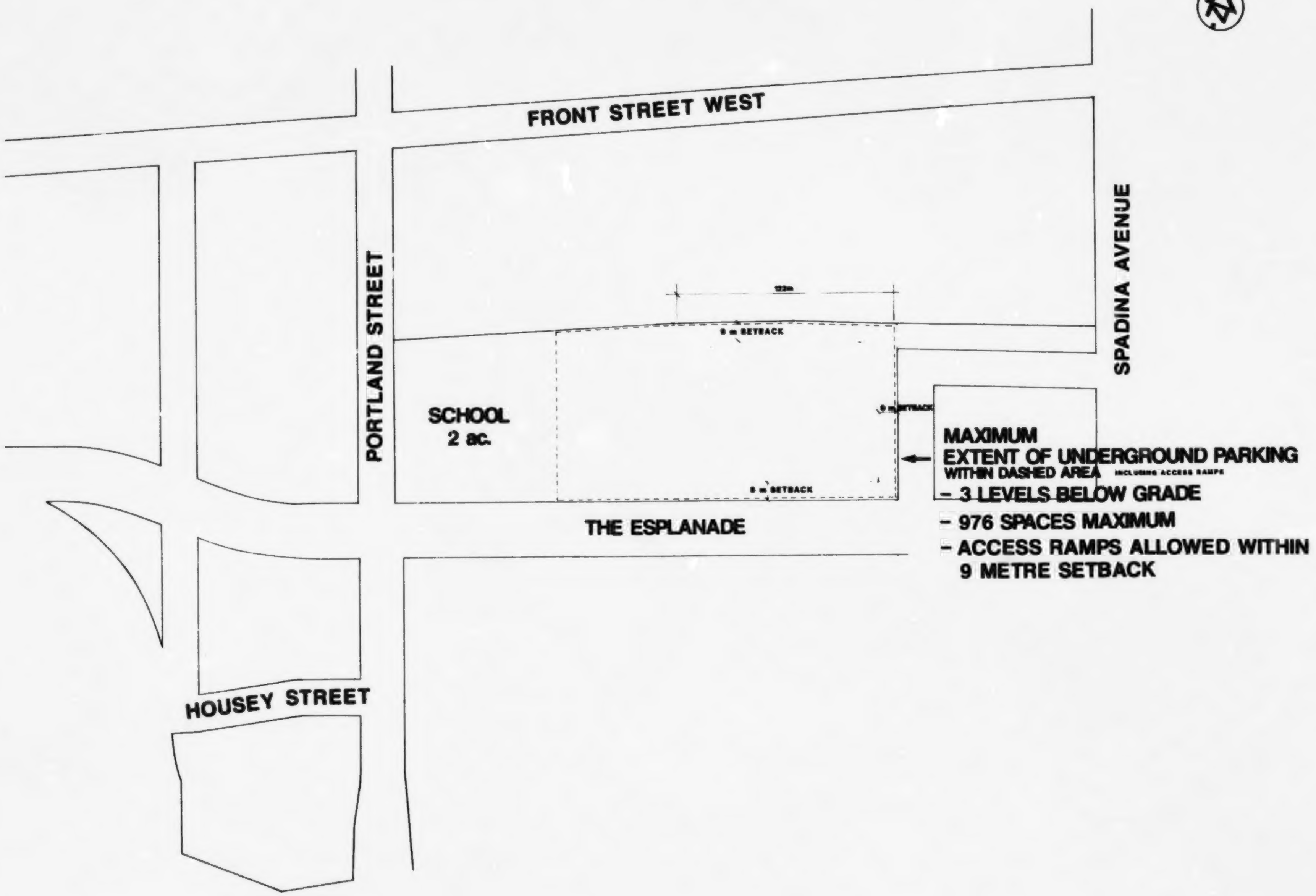
STADIUM PRECINCT

'A'

SUBSTRUCTURES
IN PARKS AND
UNDER ROADS

SCHEDULE 3H TO
PRECINCT A AGREEMENT

scale 1:000	date DECEMBER 1985
drawn IK	checked
project no. TO 2113	sheet no. 3H


FRONT STREET WEST
SPADINA AVENUE
PORTLAND STREET
SCHOOL
2 ac.
122m
9 m SETBACK
9 m SETBACK
9 m SETBACK
THE ESPLANADE
HOUSEY STREET

MAXIMUM
EXTENT OF UNDERGROUND PARKING
WITHIN DASHED AREA INCLUDING ACCESS RAMPS
- 3 LEVELS BELOW GRADE
- 976 SPACES MAXIMUM
- ACCESS RAMPS ALLOWED WITHIN
9 METRE SETBACK

general notes

january 18 86

1	12 / 85	GP	SECTION
no.	date	by	

revision

BIA IBI
Beinhaker/Irwin Associates
Architects, Engineers, Planners

CN Real Estate Immeubles

consultants

project title

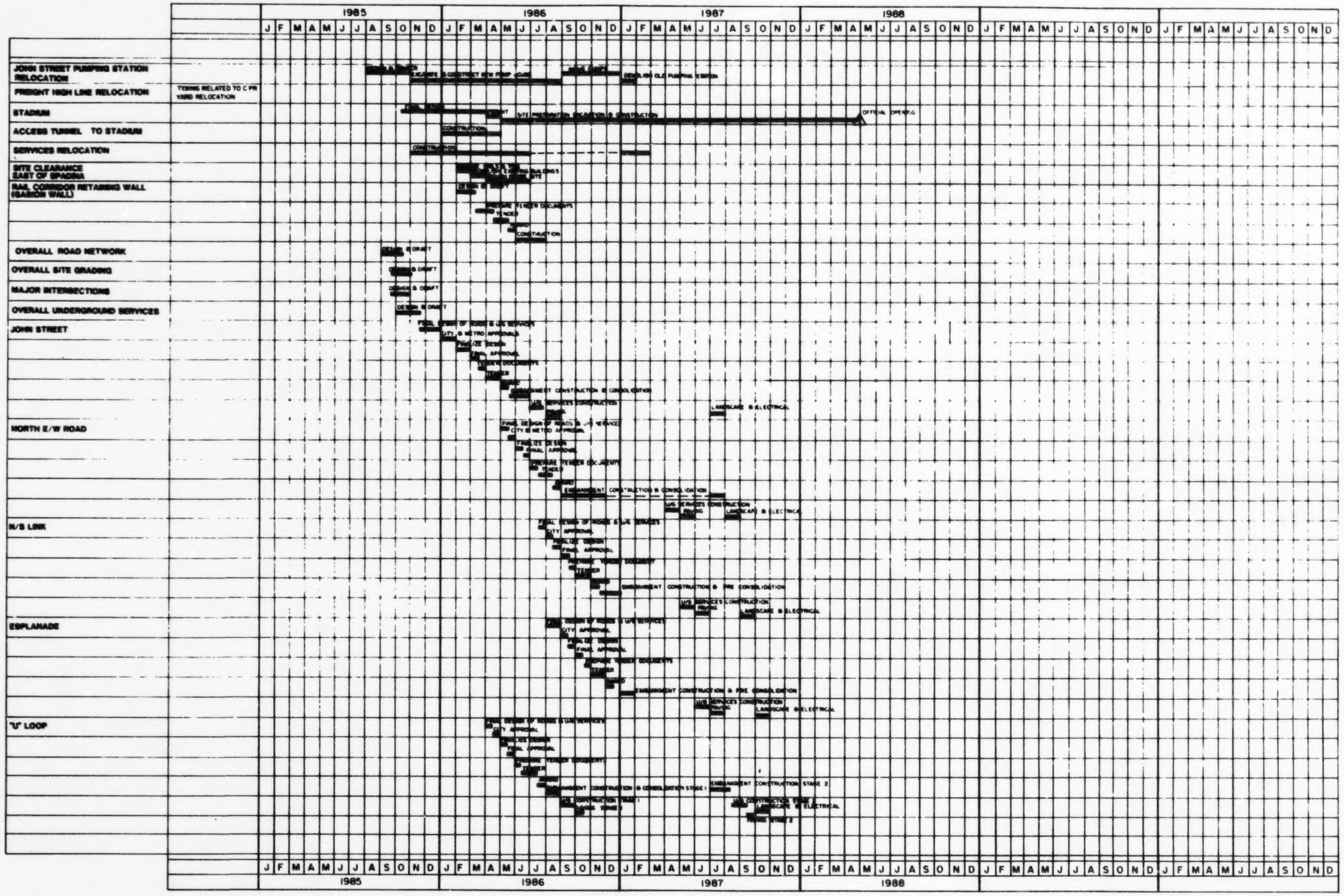
RAILWAY LANDS
STADIUM PRECINCT
'A'

sheet title

UNDERGROUND PARKING
IN SPADINA PARK

SCHEDULE 3J TO
PRECINCT 'A' AGREEMENT

scale 1:1000	date DECEMBER 1985
drawn IK	checked gld
project no. TO-2113	sheet no. 3J



THIS DRAWING SHOWS ANTICIPATED OVERALL SCHEDULE FOR INSTALLATION OF STADIUM INFRASTRUCTURE.

January 16 86

No	date	by

Revision

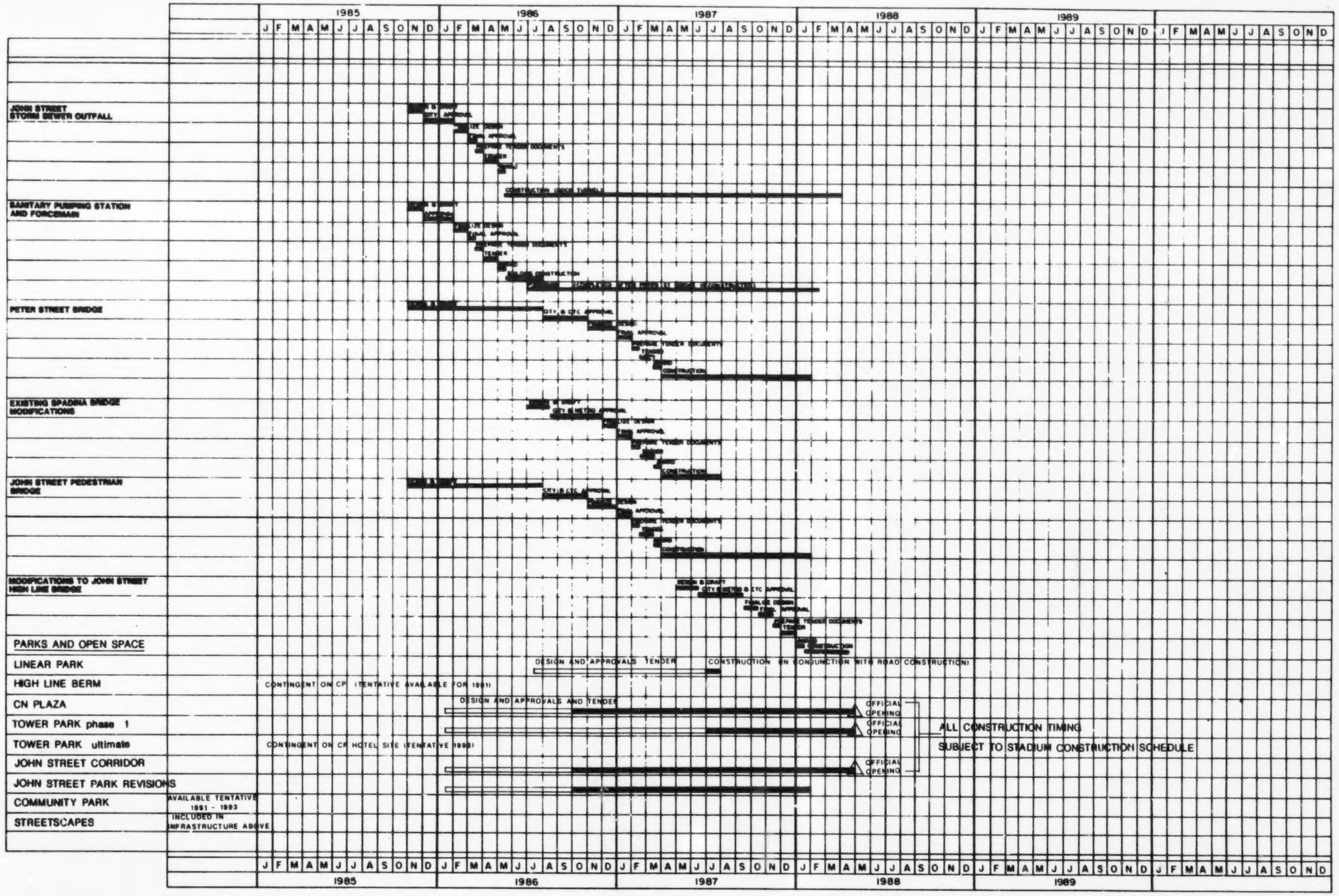
BIA IBI GROUP
Beinhaker/Irwin Associates
Architects Engineers Planners

CN Real Estate Immeubles

RAILWAY LANDS
STADIUM PRECINCT
'A'

CN LANDS
DEVELOPMENT
SCHEDULE
SCHEDULE 4A TO PRECINCT 'A' AGREEMENT

N/A	Sept./1985
J.C.B.	C.A.B.
TO-2113	4A



general notes

THIS DRAWING SHOWS ANTICIPATED OVERALL SCHEDULE FOR INSTALLATION OF STADIUM INFRASTRUCTURE.

january 16 86

No	date	by	
1	20 12 85	IK	PARKS

Revision

BIA IBI

Beinhaker/Irwin Associates
Architects, Engineers, Planners

CN Real Estate Immeubles

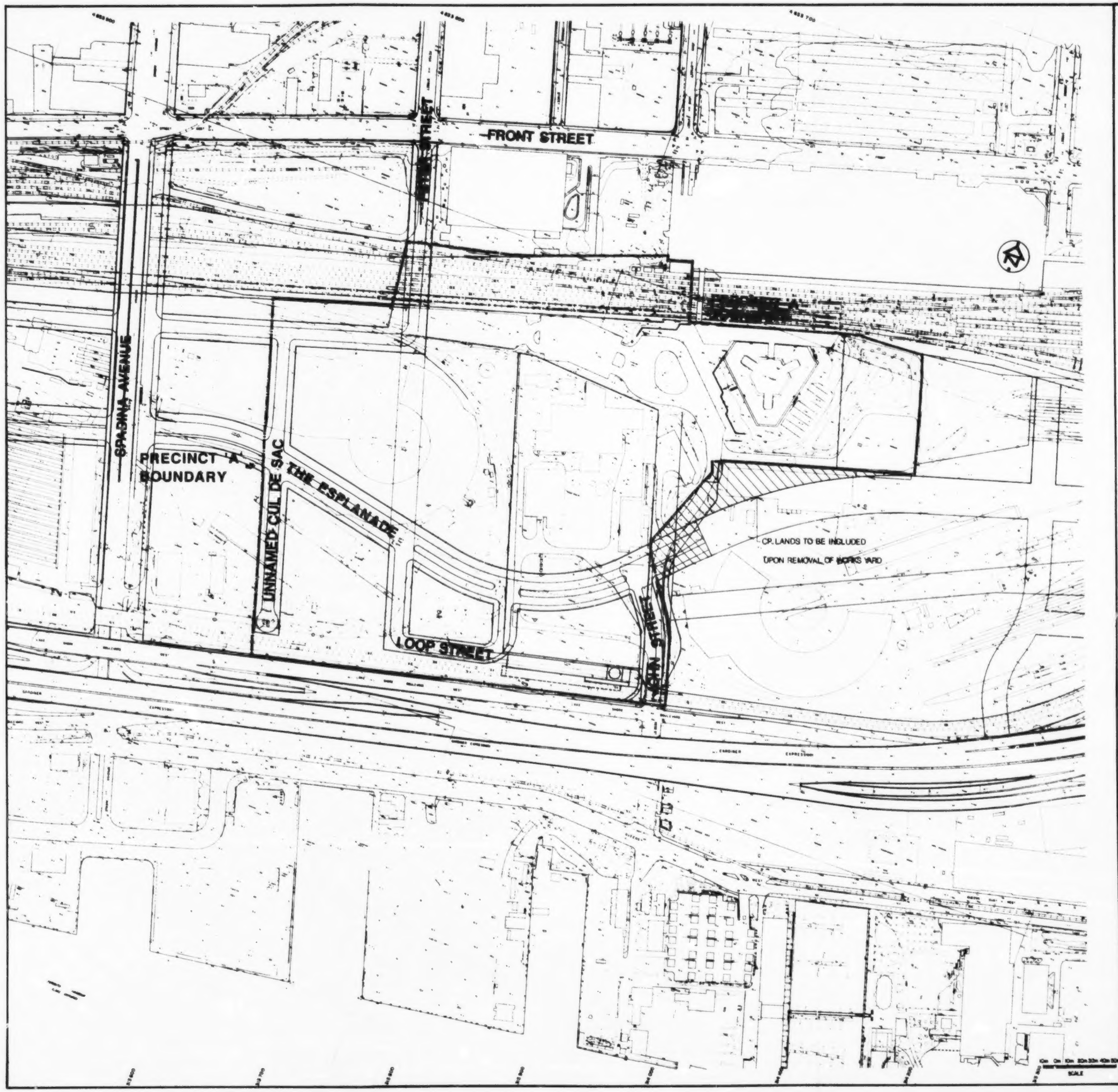
project title

RAILWAY LANDS
STADIUM PRECINCT
'A'

sheet title

CN LANDS
DEVELOPMENT
SCHEDULE
SCHEDULE 4B TO PRECINCT 'A'
AGREEMENT

scale N/A	date Sept./1985
drawn J.C.B.	checked C.A.B.
project no. TO-2113	sheet no. 4B


FRONT STREET
STREET
SPADINA AVENUE
PRECINCT 'A' BOUNDARY
UNNAMED CUL DE SAC
THE ESPLANADE
LOOP STREET
JOHN STREET
C.P. LANDS TO BE INCLUDED
UPON REMOVAL OF WORKS YARD
SCALE

THIS DRAWING SHOWS
THE LOCATION OF THE
STREETS IN PRECINCT 'A'

BIA IBI
Beinhaker/Irwin Associates
Architects, Engineers, Planners

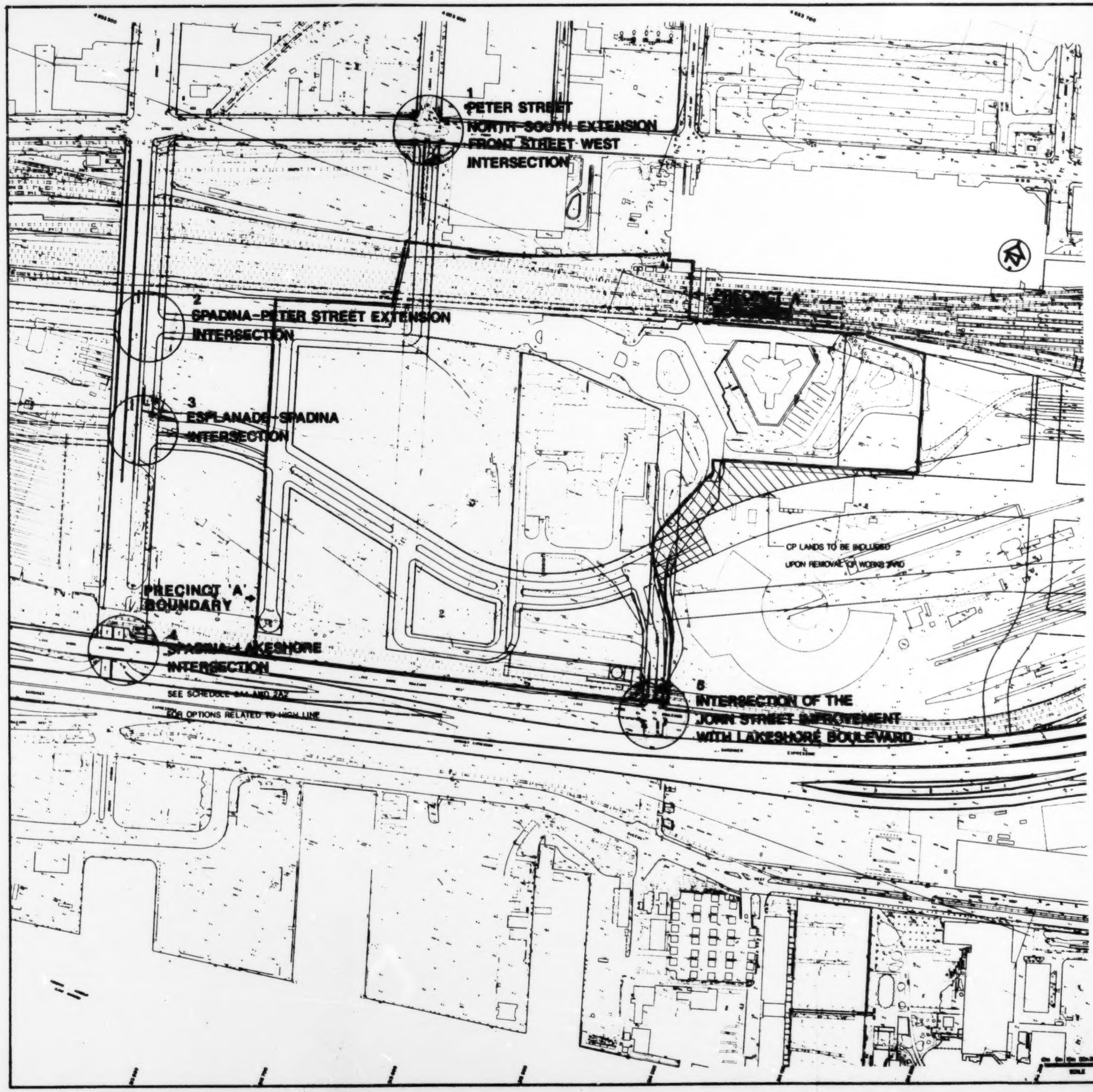
CN Real Estate
Immeubles

RAILWAY LANDS
STADIUM PRECINCT
'A'

STREET
NAMES

SCHEDULE 5 TO
PRECINCT 'A' AGREEMENT

date DECEMBER 1985
checked GD
project no. TO-2113
sheet no. 5


1
PETER STREET
NORTH-SOUTH EXTENSION
FRONT STREET WEST
INTERSECTION
2
SPADINA-PETER STREET EXTENSION
INTERSECTION
3
ESPLANADE-SPADINA
INTERSECTION
PRECINCT 'A'
BOUNDARY
4
SPADINA-LAKESHORE
INTERSECTION
SEE SCHEDULE 6A4 AND 7A7
FOR OPTIONS RELATED TO HIGH LINE
5
INTERSECTION OF THE
JOHN STREET IMPROVEMENT
WITH LAKESHORE BOULEVARD
CP LANDS TO BE INCLUDED
UPON REMOVAL OF WORKS YARD
GARDINER
EXPRESSWAY
2
SCALE

THIS DRAWING SHOWS STREET
INTERSECTIONS IN
PRECINCT 'A'.

January 18 86

1	19 12 85	R	REVISE PRECINCT BOUNDARY

BIA
Bainbridge/Irwin Associates
Architects, Engineers, Planners

CN Real Estate Immeubles

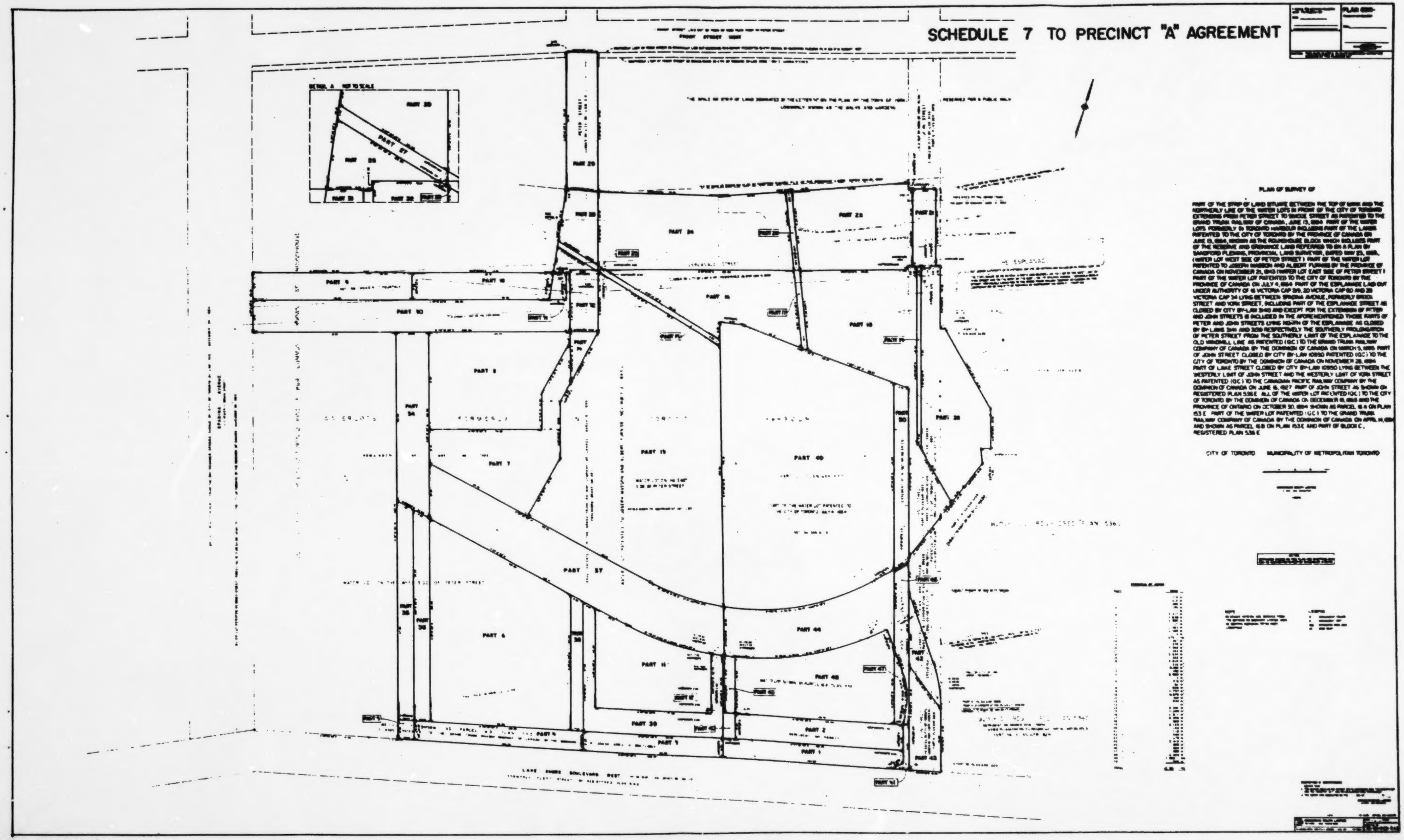
RAILWAY LANDS
STADIUM PRECINCT
'A'

INTERSECTION DRAWING

SCHEDULE 6 TO
PRECINCT 'A' AGREEMENT

scale 1:1050	date DECEMBER 198
drawn R	checked GD
project no. TO-2115	sheet no. 6

SCHEDULE 7 TO PRECINCT "A" AGREEMENT


FRONT STREET WEST
DETAIL A NOT TO SCALE
PETER STREET
THE ESPLANADE
ESPLANADE STREET
SPADINA AVENUE
WATER LOTS FORMERLY IN TORONTO HARBOUR
WATER LOT ON THE WEST SIDE OF PETER STREET
LAKE SHORE BOULEVARD WEST
PART 1
PART 2
PART 3
PART 6
PART 7
PART 8
PART 9
PART 10
PART 11
PART 15
PART 16
PART 19
PART 20
PART 23
PART 24
PART 25
PART 26
PART 27
PART 28
PART 29
PART 30
PART 33
PART 34
PART 35
PART 36
PART 37
PART 39
PART 40
PART 42
PART 43
PART 44
PART 46
PART 47
PART 48

PLAN OF SURVEY OF

PART OF THE STRIP OF LAND SITUATE BETWEEN THE TOP OF BANK AND THE NORTHERLY LIMIT OF THE WATER LOTS IN FRONT OF THE CITY OF TORONTO EXTENDING FROM PETER STREET TO SIMCOE STREET AS PATENTED TO THE GRAND TRUNK RAILWAY OF CANADA, JUNE 13, [illegible] PART OF THE WATER LOTS FORMERLY IN TORONTO HARBOUR INCLUDING PART OF THE LANDS PATENTED TO THE CITY OF TORONTO BY THE PROVINCE OF CANADA ON JUNE 13, [illegible], KNOWN AS THE ROUNDHOUSE BLOCK WHICH INCLUDES PART OF THE RESERVE AND ORDNANCE LAND REFERRED TO ON A PLAN BY SANDFORD FLEMING, PROVINCIAL LAND SURVEYOR, DATED MAY 25, [illegible], (WATER LOT WEST SIDE OF PETER STREET) PART OF THE WATER LOT PATENTED TO JOSEPH MASSON AND ALBERT FURNISS BY THE PROVINCE OF CANADA ON NOVEMBER 21, [illegible] (WATER LOT EAST SIDE OF PETER STREET) PART OF THE WATER LOT PATENTED TO THE CITY OF TORONTO BY THE PROVINCE OF CANADA ON JULY 4, [illegible] PART OF THE ESPLANADE LAID OUT UNDER AUTHORITY OF 16 VICTORIA CAP 219, 20 VICTORIA CAP 80 AND 28 VICTORIA CAP 34 LYING BETWEEN SPADINA AVENUE, FORMERLY BROCK STREET AND YORK STREET, INCLUDING PART OF THE ESPLANADE STREET AS CLOSED BY CITY BY-LAW 3140 AND EXCEPT FOR THE EXTENSION OF PETER AND JOHN STREETS IS INCLUDED IN THE AFOREMENTIONED THOSE PARTS OF PETER AND JOHN STREETS LYING NORTH OF THE ESPLANADE AS CLOSED BY BY-LAWS 3141 AND 3139 RESPECTIVELY THE SOUTHERLY PROLONGATION OF PETER STREET FROM THE SOUTHERLY LIMIT OF THE ESPLANADE TO THE OLD WINDMILL LINE AS PATENTED (Q.C.) TO THE GRAND TRUNK RAILWAY COMPANY OF CANADA BY THE DOMINION OF CANADA ON MARCH 5, [illegible] PART OF JOHN STREET CLOSED BY CITY BY-LAW 10950 PATENTED (Q.C.) TO THE CITY OF TORONTO BY THE DOMINION OF CANADA ON NOVEMBER 28, [illegible] PART OF LAKE STREET CLOSED BY CITY BY-LAW 10950 LYING BETWEEN THE WESTERLY LIMIT OF JOHN STREET AND THE WESTERLY LIMIT OF YORK STREET AS PATENTED (Q.C.) TO THE CANADIAN PACIFIC RAILWAY COMPANY BY THE DOMINION OF CANADA ON JUNE 16, 1927 PART OF JOHN STREET AS SHOWN ON REGISTERED PLAN 536E ALL OF THE WATER LOT PATENTED (Q.C.) TO THE CITY OF TORONTO BY THE DOMINION OF CANADA ON DECEMBER 18, [illegible] AND THE PROVINCE OF ONTARIO ON OCTOBER 30, [illegible] SHOWN AS PARCEL 16 A ON PLAN 153 E PART OF THE WATER LOT PATENTED (Q.C.) TO THE GRAND TRUNK RAILWAY COMPANY OF CANADA BY THE DOMINION OF CANADA ON APRIL [illegible] AND SHOWN AS PARCEL 16 B ON PLAN 153 E AND PART OF BLOCK C, REGISTERED PLAN 536 E

CITY OF TORONTO MUNICIPALITY OF METROPOLITAN TORONTO

SCHEDULE 8 TO PRECINCT "A" AGREEMENT

PLAN OF SURVEY OF

PART OF JOHN STREET CLOSED BY CITY BY-LAW 10850 AND
PART OF THE ESPLANADE LAID OUT UNDER AUTHORITY OF 16 VICTORIA
CAP 219, 20 VICTORIA CAP 80 AND 28 VICTORIA CAP 34 LYING BETWEEN
SPADINA AVENUE (FORMERLY BROCK STREET) AND YORK STREET
INCLUDING PART OF THE ESPLANADE STREET AS CLOSED BY CITY
BY-LAW 3140 AND PART OF BLOCK C ACCORDING TO REGISTERED PLAN 536E

CITY OF TORONTO
MUNICIPALITY OF METROPOLITAN TORONTO

1985

METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

I require this plan to be deposited under The Registry Act

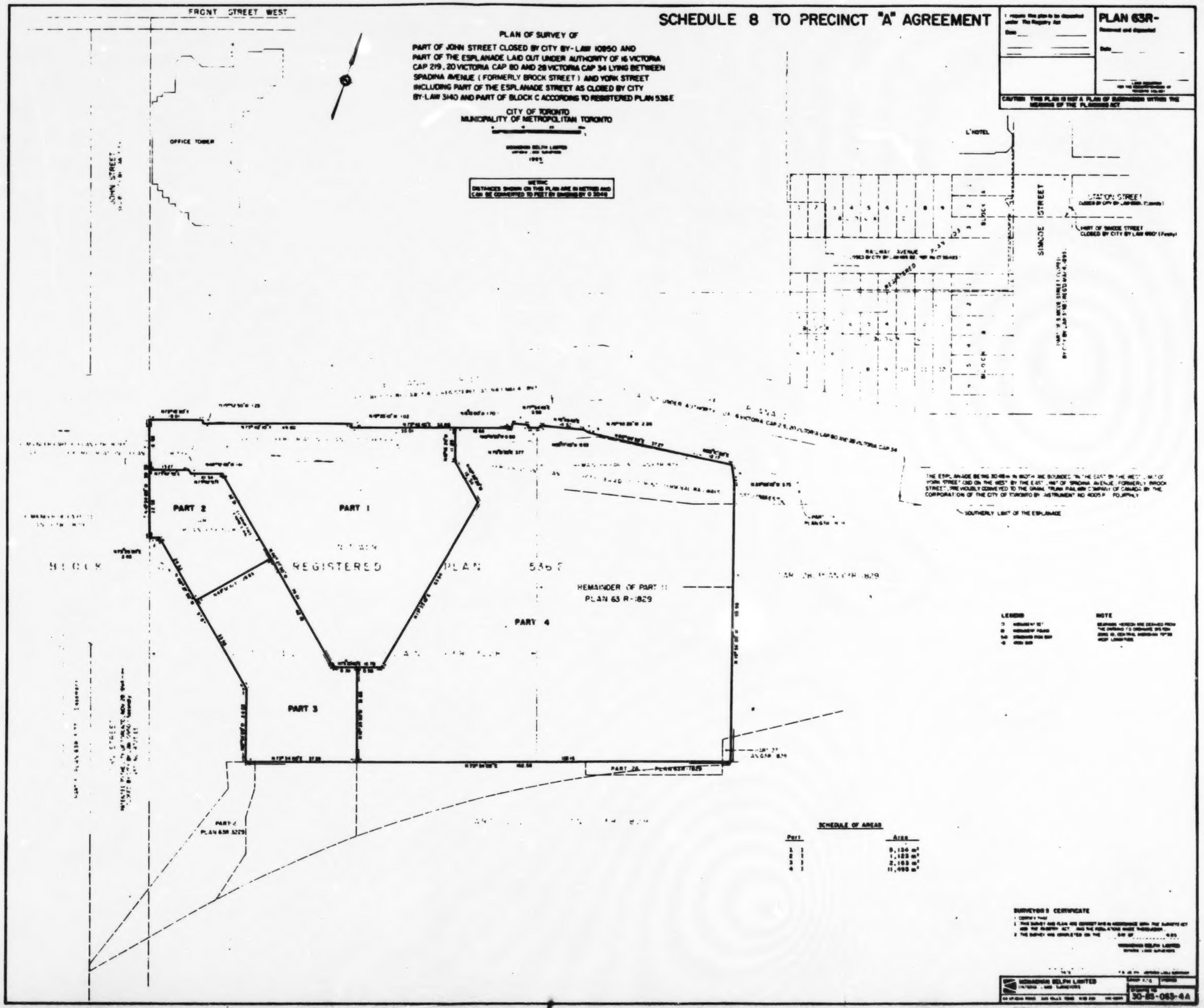
Date ______

PLAN 63R-

Received and deposited

Date ______

CAUTION: THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT


FRONT STREET WEST
JOHN STREET
OFFICE TOWER
L'HOTEL
STATION STREET
SIMCOE STREET
RAILWAY AVENUE
BLOCK
PART 1
PART 2
PART 3
PART 4
REGISTERED PLAN 536E
REMAINDER OF PART 11 PLAN 63 R-1829
PART 2 PLAN 63R 3229
PART 2A PLAN 63R-1829
SOUTHERLY LIMIT OF THE ESPLANADE

THE ESPLANADE BEING 30.48m IN WIDTH AND BOUNDED ON THE EAST BY THE WEST LIMIT OF YORK STREET AND ON THE WEST BY THE EAST LIMIT OF SPADINA AVENUE, FORMERLY BROCK STREET, PREVIOUSLY CONVEYED TO THE GRAND TRUNK RAILWAY COMPANY OF CANADA BY THE CORPORATION OF THE CITY OF TORONTO BY INSTRUMENT NO 4005 P. FOURTHLY

LEGEND [illegible]

NOTE [illegible]

SCHEDULE OF AREAS

Part	Area
1	9,134 m²
2	1,123 m²
3	2,163 m²
4	11,493 m²

SURVEYOR'S CERTIFICATE

I CERTIFY THAT

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER.
2. THE SURVEY WAS COMPLETED ON THE ____ DAY OF ________ 1985

[illegible]

30-85-083-4A

SCHEDULE 9 TO PRECINCT "A" AGREEMENT

PLAN OF SURVEY OF
PART OF THE MILITARY RESERVE (BEING PART OF THE PART KNOWN AS) THE STRIP OF LAND BETWEEN THE SOUTHERLY LIMIT OF FRONT STREET AND THE WATER'S EDGE OF THE BAY (EXTENDING FROM BROCK STREET, NOW SPADINA AVENUE, TO BATHURST STREET). PART OF PARCEL NO. 4, REGISTERED PLAN NO. 1101 AND ALL OF LOT S, REGISTERED PLAN D-1397.
CITY OF TORONTO MUNICIPALITY OF METROPOLITAN TORONTO

I require this plan to be deposited under The Registry Act

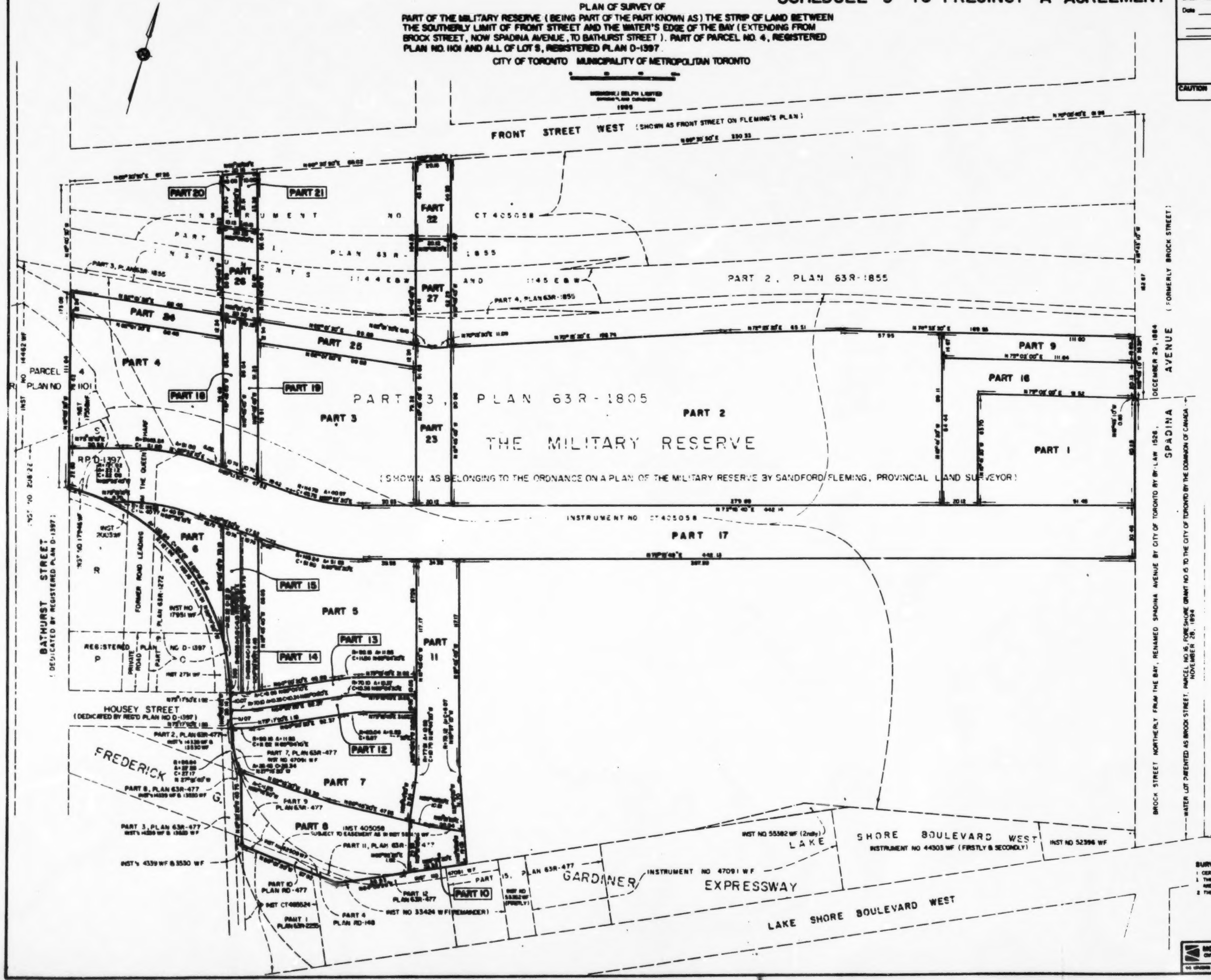
Date ______________

PLAN 63R-

Received and deposited

Date ______________

CAUTION THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT



MONAGHAN DELPH LIMITED
ONTARIO LAND SURVEYORS
1985
FRONT STREET WEST (SHOWN AS FRONT STREET ON FLEMING'S PLAN)
PART 20
PART 21
PART 22
INSTRUMENT NO CT 405058
PART 1, PLAN 63R-1855
INSTRUMENTS 1144 EGW AND 1145 EGW
PART 2, PLAN 63R-1855
PART 3, PLAN 63R-1855
PART 4, PLAN 63R-1855
PART 26
PART 27
PART 24
PART 25
PART 4
PARCEL 4
PLAN NO 1101
PART 18
PART 19
PART 3, PLAN 63R-1805
PART 3
PART 23
PART 2
THE MILITARY RESERVE
(SHOWN AS BELONGING TO THE ORDNANCE ON A PLAN OF THE MILITARY RESERVE BY SANDFORD FLEMING, PROVINCIAL LAND SURVEYOR)
PART 9
PART 16
PART 1
INSTRUMENT NO CT 405058
PART 17
PART 6
PART 15
PART 5
PART 13
PART 14
PART 11
PART 12
PART 7
PART 8
PART 10
RP D-1397
FORMER ROAD LEADING
PLAN 63R-272
REGISTERED PLAN NO D-1397
PRIVATE ROAD
BATHURST STREET
(DEDICATED BY REGISTERED PLAN D-1397)
HOUSEY STREET
(DEDICATED BY REG'D PLAN NO D-1397)
FREDERICK
PART 2, PLAN 63R-477
PART 7, PLAN 63R-477
PART 8, PLAN 63R-477
PART 9, PLAN 63R-477
PART 3, PLAN 63R-477
PART 11, PLAN 63R-477
PART 12, PLAN 63R-477
PART 15, PLAN 63R-477
PART 10, PLAN RD-477
PART 1, PLAN 63R-2250
PART 4, PLAN RD-148
INST 405058
SUBJECT TO EASEMENT AS IN INST 405058
INST'S 4339 WF & 3530 WF
INST CT 468524
INST NO 33424 WF (REMAINDER)
INST NO 55382 WF (2ndly)
INSTRUMENT NO 47091 WF
LAKE SHORE BOULEVARD WEST
INSTRUMENT NO 44303 WF (FIRSTLY & SECONDLY)
INST NO 52396 WF
GARDINER EXPRESSWAY
LAKE SHORE BOULEVARD WEST
SPADINA AVENUE (FORMERLY BROCK STREET)
DECEMBER 29, 1884
BROCK STREET NORTHERLY FROM THE BAY, RENAMED SPADINA AVENUE BY CITY OF TORONTO BY-LAW 1526
WATER LOT PATENTED AS BROCK STREET, PARCEL NO 15, FORESHORE GRANT NO 15 TO THE CITY OF TORONTO BY THE DOMINION OF CANADA NOVEMBER 28, 1894

SCHEDULE OF AREAS

Part	Area
1	5,702 m²
2	2.720 ha
3	7,362 m²
4	6,315 m²
5	6,395 m²
6	1,629 m²
7	4,719 m²
8	3,895 m²
9	1,689 m²
10	761 m²
11	3,817 m²
12	1,067 m²
13	1,071 m²
14	898 m²
15	895 m²
16	3,533 m²
17	1.880 ha
18	884 m²
19	907 m²
20	308 m²
21	326 m²
22	880 m²
23	1,826 m²
24	1,079 m²
25	1,097 m²
26	1,032 m²
27	1,255 m²
TOTAL	10.81 ha

SURVEYOR'S CERTIFICATE

I CERTIFY THAT

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER.
2. THE SURVEY WAS COMPLETED ON THE _____ DAY OF __________ 1985

MONAGHAN DELPH LIMITED
ONTARIO LAND SURVEYORS

DATE

F.G. DELPH - ONTARIO LAND SURVEYOR

MONAGHAN DELPH LIMITED
ONTARIO LAND SURVEYORS

Drawn PCS

Drawing No
30-85-053-6AR1

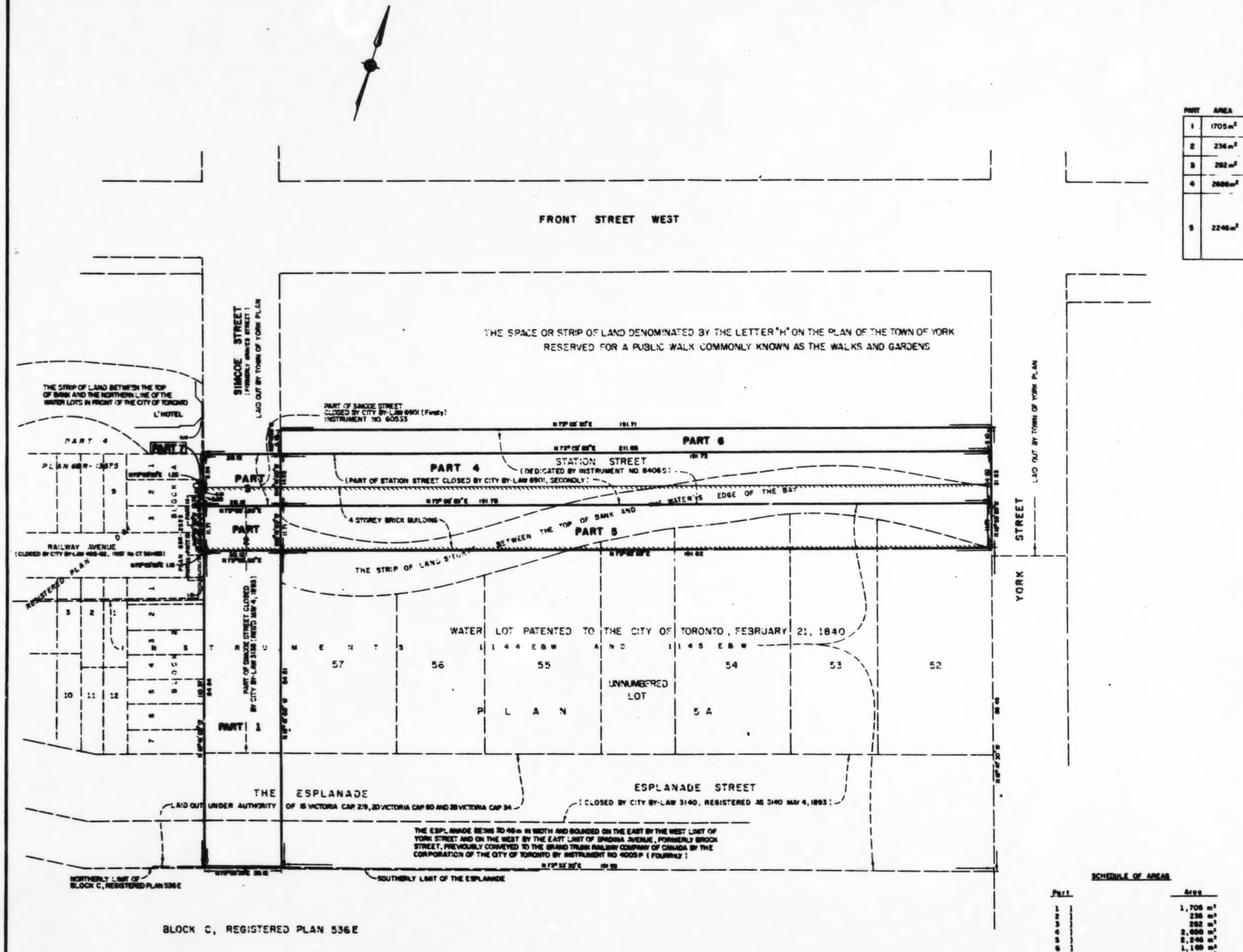
SCHEDULE 10 TO PRECINCT "A" AGREEMENT

I require this plan to be deposited under The Registry Act
Date ____________

PLAN 63R-
Received and deposited
Date ____________
LAND REGISTRAR FOR THE REGISTRY DIVISION OF TORONTO

CAUTION THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT.

PART	AREA	LOT / BLOCK AND PLAN	INST. NO.
1	1705 m²	PART OF THE ESPLANADE PART OF SIMCOE STREET	1144EBW, 1145EBW
2	236 m²	PART OF SIMCOE STREET	1144EBW, 1145EBW
3	282 m²	PART OF SIMCOE STREET	
4	2688 m²	PART OF SIMCOE STREET	84065
5	2246 m²	PART OF LAND DENOMINATED BY THE LETTER 'H' ON TOWN OF YORK PLAN KNOWN AS THE WALKS AND GARDENS PART OF LAND BETWEEN TOP OF BANK AND WATER'S EDGE OF THE BAY PART OF LOTS 52 TO 55 INCL. & UNNUMBERED LOT (WALKS AND GARDENS) PLAN 5A.	1144EBW, 1145EBW



FRONT STREET WEST
SIMCOE STREET (FORMERLY GRAVES STREET)
LAID OUT BY TOWN OF YORK PLAN
THE SPACE OR STRIP OF LAND DENOMINATED BY THE LETTER "H" ON THE PLAN OF THE TOWN OF YORK RESERVED FOR A PUBLIC WALK COMMONLY KNOWN AS THE WALKS AND GARDENS
THE STRIP OF LAND BETWEEN THE TOP OF BANK AND THE NORTHERN LINE OF THE WATER LOTS IN FRONT OF THE CITY OF TORONTO
L'HOTEL
PART 4
PLAN 66R-13875
PART 7
PART OF SIMCOE STREET CLOSED BY CITY BY-LAW 6901 (Firstly) INSTRUMENT NO. 60533
PART 6
PART 4
STATION STREET (DEDICATED BY INSTRUMENT NO. 84065)
(PART OF STATION STREET CLOSED BY CITY BY-LAW 6901, SECONDLY)
PART 3
PART 2
PART 5
WATER'S EDGE OF THE BAY
4 STOREY BRICK BUILDING
THE STRIP OF LAND SITUATE BETWEEN THE TOP OF BANK AND
RAILWAY AVENUE (CLOSED BY CITY BY-LAW)
REGISTERED PLAN
BLOCK A
PART OF SIMCOE STREET CLOSED BY CITY BY-LAW 3138 (REG'D MAY 4, 1893)
WATER LOT PATENTED TO THE CITY OF TORONTO, FEBRUARY 21, 1840
INSTRUMENTS 1144 EBW AND 1145 EBW
57
56
55
UNNUMBERED LOT
54
53
52
PLAN 5A
PART 1
YORK STREET
LAID OUT BY TOWN OF YORK PLAN
THE ESPLANADE
LAID OUT UNDER AUTHORITY OF 16 VICTORIA CAP 219, 20 VICTORIA CAP 80 AND 28 VICTORIA CAP 34
ESPLANADE STREET
(CLOSED BY CITY BY-LAW 3140, REGISTERED AS 3140 MAY 4, 1893)
THE ESPLANADE BEING 30.48 m IN WIDTH AND BOUNDED ON THE EAST BY THE WEST LIMIT OF YORK STREET AND ON THE WEST BY THE EAST LIMIT OF SPADINA AVENUE, FORMERLY BROCK STREET, PREVIOUSLY CONVEYED TO THE GRAND TRUNK RAILWAY COMPANY OF CANADA BY THE CORPORATION OF THE CITY OF TORONTO BY INSTRUMENT NO 4005P (FOURTHLY)
NORTHERLY LIMIT OF BLOCK C, REGISTERED PLAN 536E
SOUTHERLY LIMIT OF THE ESPLANADE
BLOCK C, REGISTERED PLAN 536E

PLAN OF SURVEY OF

PART OF THE SPACE OR STRIP OF LAND DENOMINATED BY THE LETTER "H" ON THE PLAN OF THE TOWN OF YORK, RESERVED FOR A PUBLIC WALK AND COMMONLY KNOWN AS THE WALKS AND GARDENS AND PART OF THE STRIP OF LAND SITUATE BETWEEN THE TOP OF BANK AND WATER'S EDGE OF THE BAY EXTENDING FROM YORK STREET TO SIMCOE STREET AS PATENTED TO THE CITY OF TORONTO BY THE GOVERNMENT OF UPPER CANADA ON FEBRUARY 21, 1840. THE ABOVE TWO STRIPS INCLUDE THAT PART OF STATION STREET AS CLOSED BY CITY BY-LAW 6901. PART OF THE WATER LOT PATENTED TO THE CITY OF TORONTO BY THE PROVINCE OF CANADA ON FEBRUARY 21, 1840 LYING BETWEEN YORK AND SIMCOE STREETS (BEING PART OF LOTS 52, 53, 54, 55 AND AN UNNUMBERED LOT, WALKS AND GARDENS AS SHOWN ON PLAN 5A). PART OF THE ESPLANADE LAID OUT UNDER AUTHORITY OF 16 VICTORIA CAP 219, 20 VICTORIA CAP 80 AND 28 VICTORIA CAP 34 LYING BETWEEN SPADINA AVENUE, FORMERLY BROCK STREET AND YORK STREET INCLUDING PART OF THE ESPLANADE STREET AS CLOSED BY CITY BY-LAW 3140. THAT PART OF SIMCOE STREET LYING NORTH OF THE ESPLANADE AS CLOSED BY CITY BY-LAWS 3138 AND 6901

CITY OF TORONTO
MUNICIPALITY OF METROPOLITAN TORONTO

MONAGHAN DELPH LIMITED
ONTARIO LAND SURVEYORS
1986

METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

LEGEND

- MONUMENT SET
- MONUMENT FOUND
- SIB STANDARD IRON BAR
- IB IRON BAR

NOTE

BEARINGS HEREIN ARE DERIVED FROM THE ONTARIO CO-ORDINATE SYSTEM, ZONE 10, CENTRAL MERIDIAN 79°30' WEST LONGITUDE

SCHEDULE OF AREAS

Part	Area
1	1,705 m²
2	236 m²
3	282 m²
4	2,688 m²
5	2,246 m²
6	1,169 m²
7	20 m²
TOTAL	8,346 m²

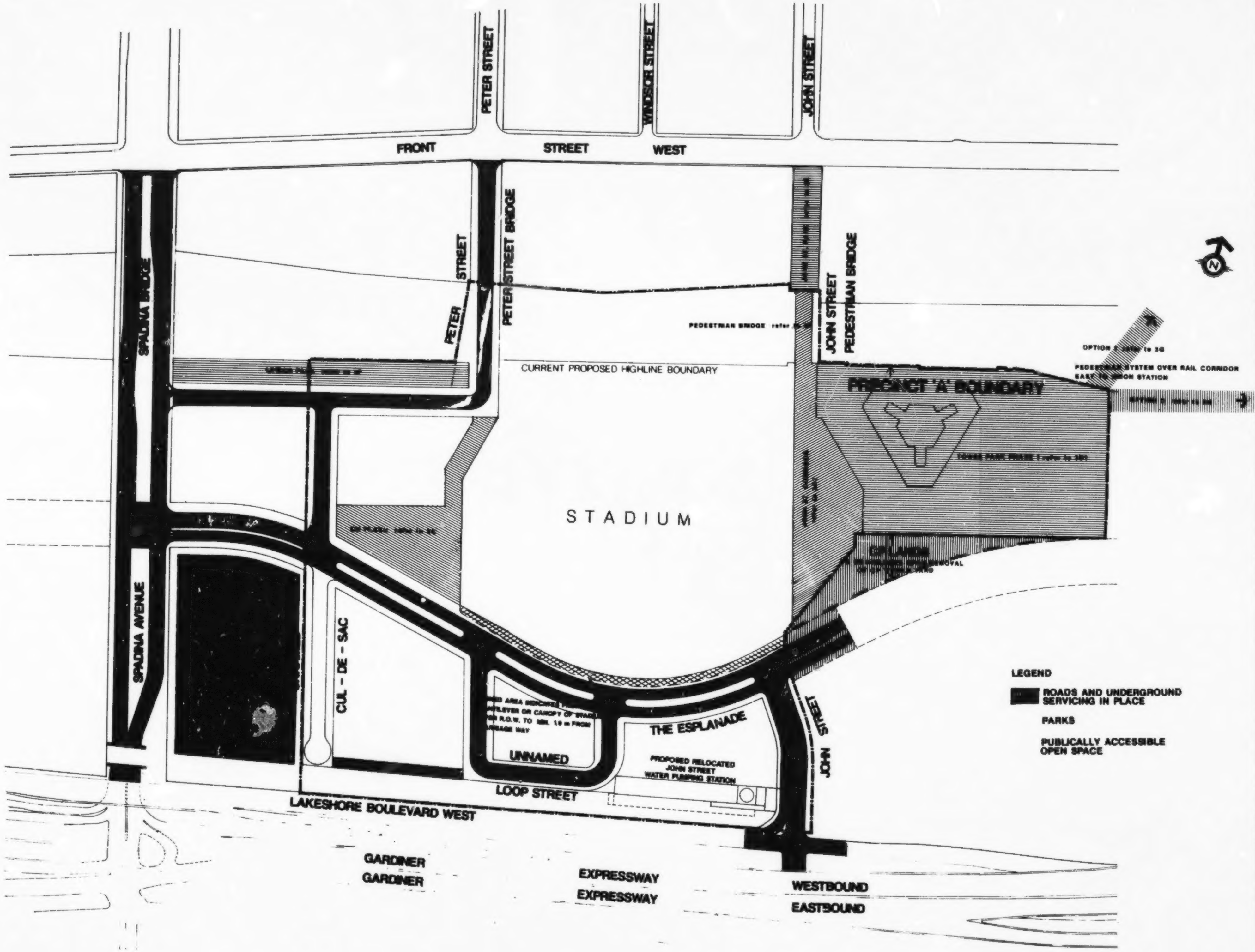
SURVEYOR'S CERTIFICATE

I CERTIFY THAT
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER.
2. THE SURVEY WAS COMPLETED ON THE ____ DAY OF __________ 19__.

MONAGHAN DELPH LIMITED
ONTARIO LAND SURVEYORS

DATE
T.S. DELPH - ONTARIO LAND SURVEYOR

MONAGHAN DELPH LIMITED
ONTARIO LAND SURVEYORS
DRAWN PCS
DRAWING No.
30-86-063-5A


FRONT STREET WEST
PETER STREET
WINDSOR STREET
JOHN STREET
SPADINA BRIDGE
PETER STREET
PETER
PETER STREET BRIDGE
JOHN STREET PEDESTRIAN BRIDGE
PEDESTRIAN BRIDGE refer to
CURRENT PROPOSED HIGHLINE BOUNDARY
OPTION 1 refer to 3G
PEDESTRIAN SYSTEM OVER RAIL CORRIDOR EAST TO UNION STATION
PRECINCT 'A' BOUNDARY
STADIUM
SPADINA AVENUE
CUL - DE - SAC
THE ESPLANADE
UNNAMED
PROPOSED RELOCATED JOHN STREET WATER PUMPING STATION
LOOP STREET
JOHN STREET
LAKESHORE BOULEVARD WEST
GARDINER
GARDINER
EXPRESSWAY
EXPRESSWAY
WESTBOUND
EASTBOUND
LEGEND
ROADS AND UNDERGROUND SERVICING IN PLACE
PARKS
PUBLICALLY ACCESSIBLE OPEN SPACE
N

general notes

THIS IS A SUMMARY PLAN OF ALL INFRASTRUCTURE AVAILABLE AT THE OPENING OF THE STADIUM IF THE HIGH LINE IS STILL IN PLACE.

january 16 86

no	date	by	

revision

BIA IBI GROUP

Beinhaker/Irwin Associates
Architects, Engineers, Planners

CN Real Estate
Immeubles

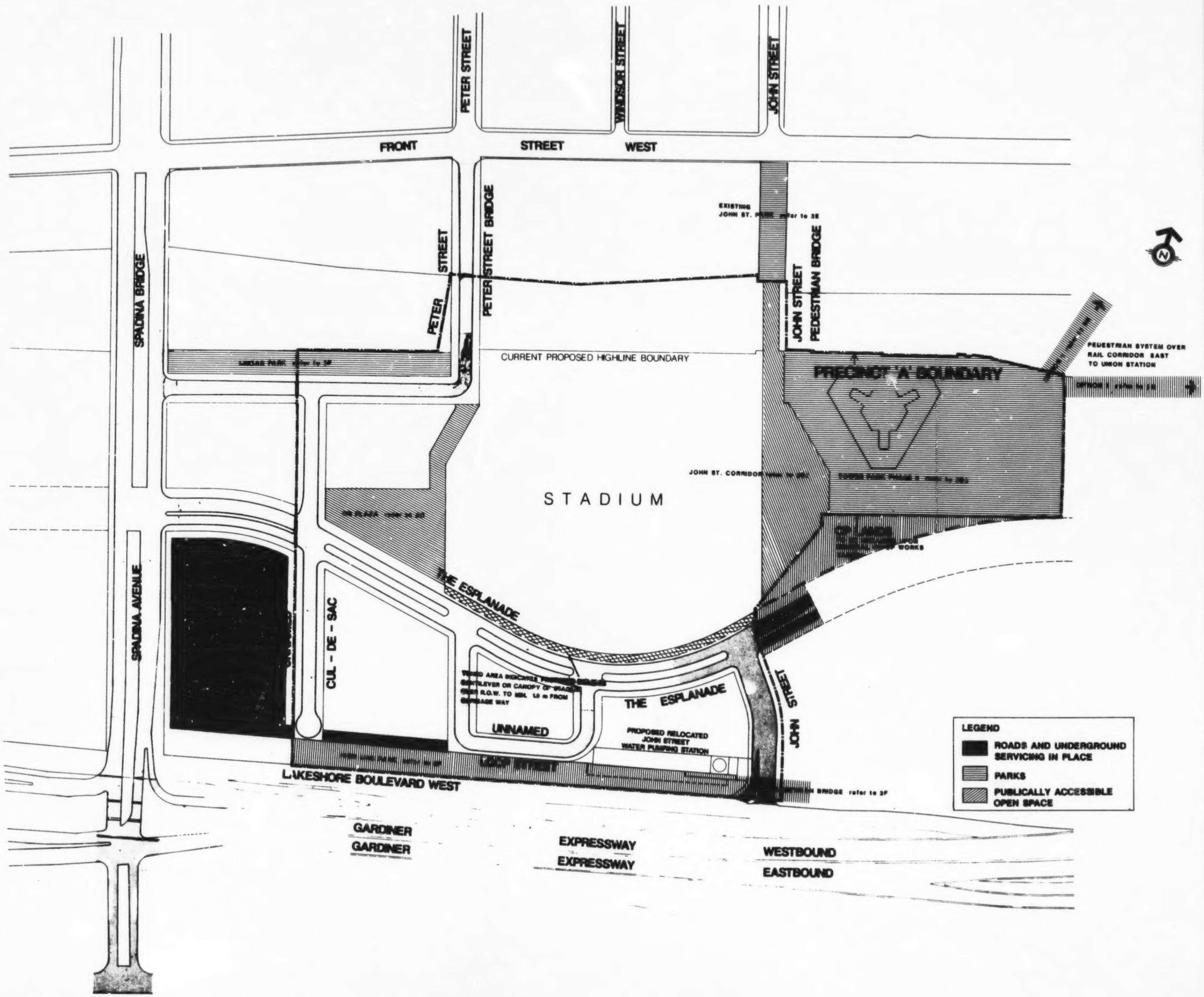
consultants

project title

RAILWAY LANDS
STADIUM PRECINCT
'A'

sheet title
INFRASTRUCTURE IN PRECINCT 'A'
AVAILABLE FOR STADIUM OPENING
TEMPORARY CONDITION
HIGHLINE IN PLACE
SCHEDULE 15 TO PRECINCT 'A', AGREEMENT

scale 1:1000	date DECEMBER 1985
drawn	checked
project no. TO - 2113	sheet no. 15


PETER STREET
WINDSOR STREET
JOHN STREET
FRONT STREET WEST
SPADINA BRIDGE
PETER STREET
PETER STREET BRIDGE
PETER
EXISTING
JOHN ST. PARK refer to 3E
JOHN STREET PEDESTRIAN BRIDGE
CURRENT PROPOSED HIGHLINE BOUNDARY
PEDESTRIAN SYSTEM OVER
RAIL CORRIDOR EAST
TO UNION STATION
PRECINCT 'A' BOUNDARY
JOHN ST. CORRIDOR
STADIUM
WORKS
SPADINA AVENUE
CUL - DE - SAC
THE ESPLANADE
THE ESPLANADE
UNNAMED
PROPOSED RELOCATED
JOHN STREET
WATER PUMPING STATION
JOHN STREET
LAKESHORE BOULEVARD WEST
BRIDGE refer to 3F
GARDINER
GARDINER
EXPRESSWAY
EXPRESSWAY
WESTBOUND
EASTBOUND
LEGEND
ROADS AND UNDERGROUND SERVICING IN PLACE
PARKS
PUBLICALLY ACCESSIBLE OPEN SPACE

general notes

THIS IS A SUMMARY PLAN OF ALL INFRASTRUCTURE AVAILABLE AT THE OPENING OF THE STADIUM IF THE HIGH LINE IS REMOVED.

january 10 86

no.	date	by	
3.	-		STADIUM OUTLINE
2.	-		PRECINCT BOUNDARY
1.	1 '86		STADIUM SETBACK

revision

BIA
Beinhaker/Irwin Associates
Architects, Engineers, Planners

CN Real Estate Immeubles

consultants

project title

RAILWAY LANDS
STADIUM PRECINCT
'A'

sheet title
OVERALL PRECINCT 'A'
INFRASTRUCTURE
PERMANENT CONDITION
HIGHLINE REMOVED

SCHEDULE 16 TO PRECINCT 'A'
AGREEMENT

scale	date
1:1000	DECEMBER 1985
drawn	checked
project no.	sheet no.
TO - 2113	16